MAY 18, 1951

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FESTIVAL Concours

AND SPECIAL SUMMER SALE

£1,000 in Awards In this Festival Year, the event of supreme interest to all concerned with motoring will be the Concours d'Elegance and Special Summer Sale at Measham, Burton-on-Trent, on Tuesday, May 29th.

Here you will see a vast, glittering array of Britain's finest used cars, caravans, commercial and passenger-carrying vehicles, unique in quality and variety, all entered for sale and immediately available.

For the benefit of owners wishing to sell their motor vehicles on this great occasion, awards totalling £1,000 will be presented for what are considered the best vehicles in their respective classes.

Your entries and your attendance are cordially invited.

WE ARE PLEASED TO ANNOUNCE THAT

Mr. DONALD HEALEY

Managing Director of the Donald Healey Motor Co. Ltd., has very kindly consented to present the awards. The presentation ceremony will take place at 2.30 p.m.

THE PANEL OF JUDGES

A panel of Judges has been appointed and we are indebted to these distinguished Motoring Journalists for their kindness in consenting to act in this capacity :—

Chairman :—Mr. JOHN EASON GIBSON, Motoring Editor of " Country Life,"
Mr. RALPH FEILDEN, Motoring Correspondent of " The Recorder," and
Mr. HENRY REYNOLDS, Motoring Correspondent of " The Financial Times."

THE GREATEST MOTOR SALE IN THE

OF BRITAIN d' Elegance

AT MEASHAM, TUESDAY, MAY 29th, 1951

CONDITIONS OF ENTRY

AWARDS TOTALLING £1,000 will be presented for what are considered by the Panel of Judges to be the best vehicles of their Class offered for sale at Measham on Tuesday, May 29th, 1951, provided they conform to the conditions printed below. There is no Entrance Fee other than the usual payment of £1 made for entering a vehicle for sale.

The following conditions are additional to those printed on the reverse of the current Measham Entry Form.

All vehicles entered and accepted for sale at Measham on May 29th, 1951, will automatically be included in the Judging provided they comply with the following conditions.

(1) Vehicles must be in position on their respective Marshalling Parks, with lot number tickets affixed, by 10.30 a.m.

(2) Vehicles in Classes 1, 6 and 7 must have been registered in the British Isles prior to May 29th, 1950.

(3) Vehicles in Classes 2 and 3 must have been registered in the British Isles on or after October 1st, 1945, and not later than May 29th, 1950.

(4) Vehicles in Classes 4 and 5 must have been registered in the British Isles prior to October 1st, 1945.

(5) Vehicles in Class 8 must have been built prior to May 29th, 1950.

(6) Prize-winning vehicles must be sold by auction (at the first time of offering) at Measham on May 29th, 1951, in order to qualify for the Supplementary Awards of £100 in each Class.

(7) Should a prize-winning vehicle fail to sell, as laid down in Condition 6, the vehicle adjudged to be the runner-up shall, if sold by auction (at the first time of offering) at Measham on May 29th, 1951, receive the Award of £100.

(8) Vehicles owned by Measham Agents or members of the Staff are not eligible for Judging.

(9) The Judges' decision on all matters must be accepted as final.

SALES DEPARTMENT

MEASHAM MOTOR SALES ORGANISATION

(G. A. Hill, M.I.M.I.)

Measham, Burton-on-Trent.

Telephone : Measham 322 (5 lines)

LONDON :

368-370, Kensington High Street, W.14 (Near Olympia). Tel. : WEStern 9821 (3 lines)

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Tel. : BLAckfriars 6386 or 5145/6.

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VEHICLE CLASSES

CLASS 1. The best Rolls-Royce, Bentley or Daimler. Award : £25, with an additional Award of £100 if the vehicle is sold.

CLASS 2. The best Post-War Car up to and including 12 h.p. Award : £25, with an additional Award of £100 if the vehicle is sold.

CLASS 3. The best Post-War Car over 12 h.p. (excluding vehicles in Class 1). Award : £25, with an additional Award of £100 if the vehicle is sold.

CLASS 4. The best Pre-War Car up to and including 12 h.p. Award : £25, with an additional Award of £100 if the vehicle is sold.

CLASS 5. The best Pre-War Car over 12 h.p. (excluding vehicles in Class 1). Award : £25, with an additional Award of £100 if the vehicle is sold.

CLASS 6. The best Motor Coach. Award : £25, with an additional Award of £100 if the vehicle is sold.

CLASS 7. The best Commercial Vehicle (including Shooting Brakes and Utilities but excluding vehicles in Class 6). Award : £25, with an additional Award of £100 if the vehicle is sold.

CLASS 8. The best Caravan. Award : £25, with an additional Award of £100 if the vehicle is sold.

Note :—For details of the eight £100 Additional Awards, see Conditions 6 and 7.

ENTRIES INVITED

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"Character is built out of circumstances . . . . from exactly the same materials one man builds palaces, while another builds hovels . . . .
(G. H. Lewes)

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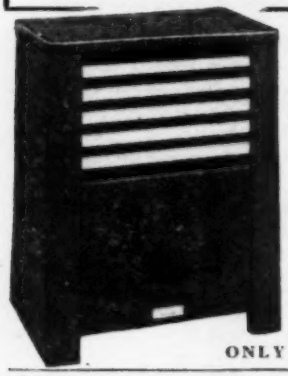

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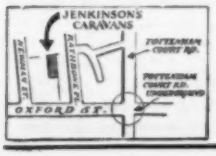

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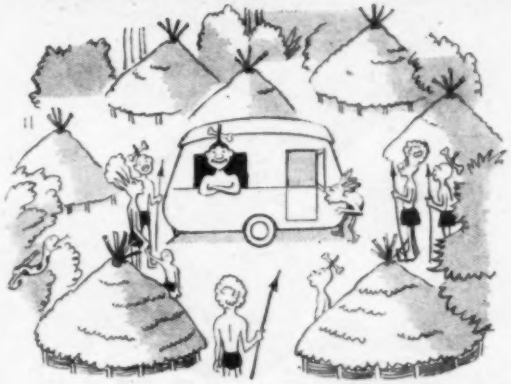

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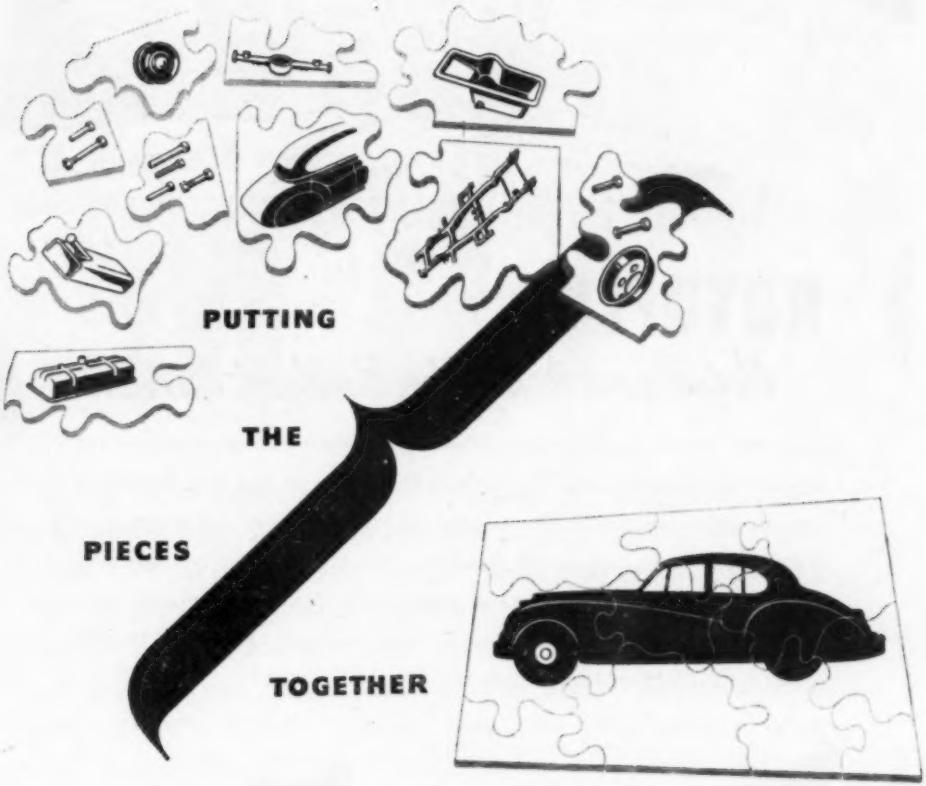

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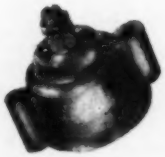

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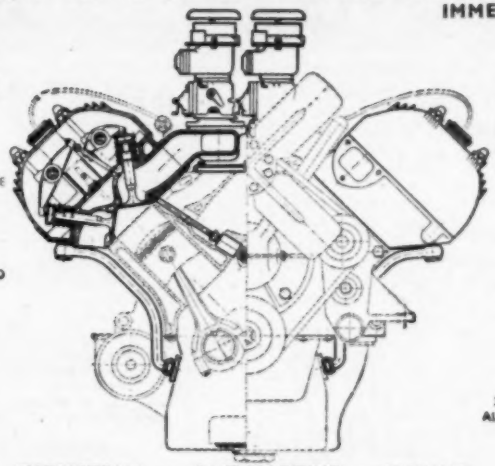

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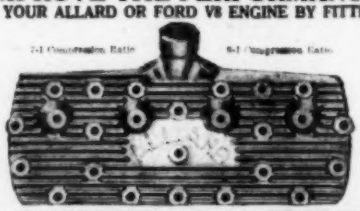

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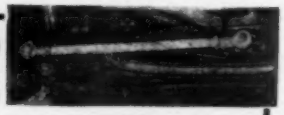

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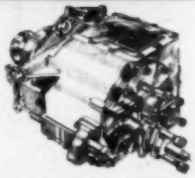

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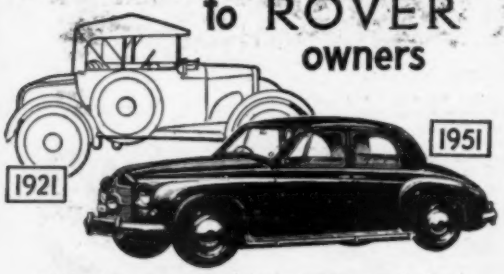

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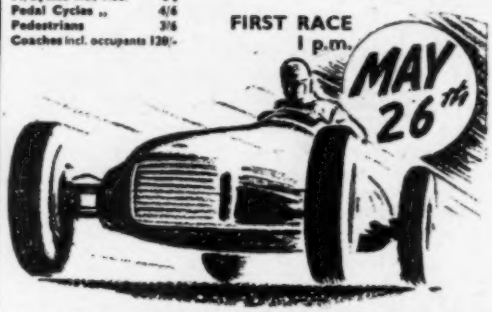

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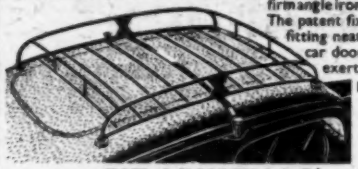

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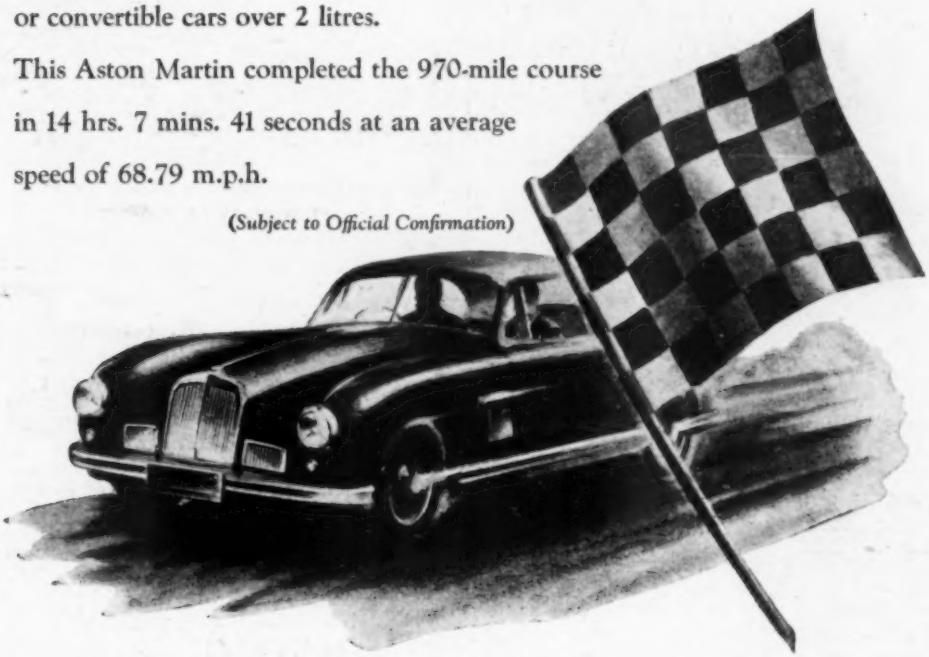

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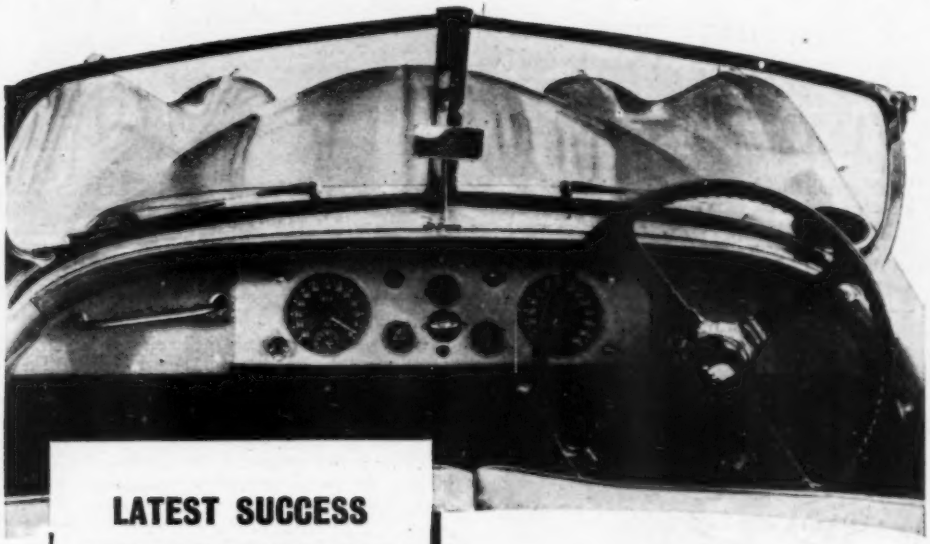

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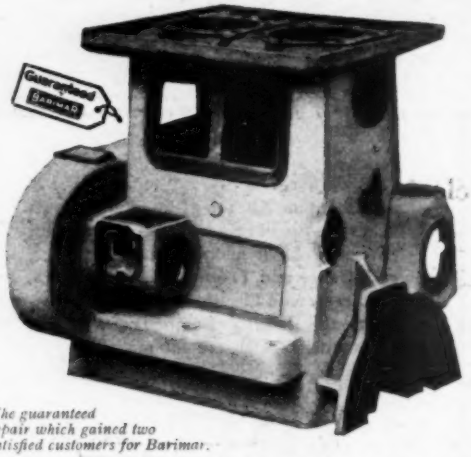

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The Autocar
FOUNDED 1895

No. 2894 FRIDAY, MAY 18, 1951 Vol XCVI

Outlook for Oil

THE length of the tanker haul from the Persian Gulf should not lead British motorists to think that contemporary events in Persia are remote from their activities. The sky over all the Middle East refineries is sombre, and lightning threatens in an area where fire is dangerous.

The menace in Anglo-Iranian oil affairs lies in the danger of refinery destruction through hot-headed ignorance led by dangerous fanatics. It lies also in other Middle East countries following the example of Persia and throwing spanners into the smooth machinery of international oil production and distribution. The consequences to motorists would immediately be felt in a shortage of petrol, and shortage in Britain would be made more onerous by the fact that substitute petrol would have to come largely from dollar sources. It would, in fact, almost certainly involve a renewal of rationing.

There is little that can constructively be said in such times of crisis; Mr. Morrison, the Foreign Secretary, has put the position clearly in the House of Commons, and it remains only to hope that wise counsels which undoubtedly exist in Persia will ultimately lead to a settlement that allows the precious oil to continue to flow smoothly to its destinations. The situation does, however, point a moral that we have many times stressed: A country that depends for its transport on external supplies of fuel must be for ever vulnerable. Is it wise that so little should be done about the development of indigenous fuels? Is it good sense to allow the cheapness of imported petrol to stultify the development of oil extraction from shale? And ought present coal production difficulties to stand in the way of "oil from coal" experiments with an eye to the future?

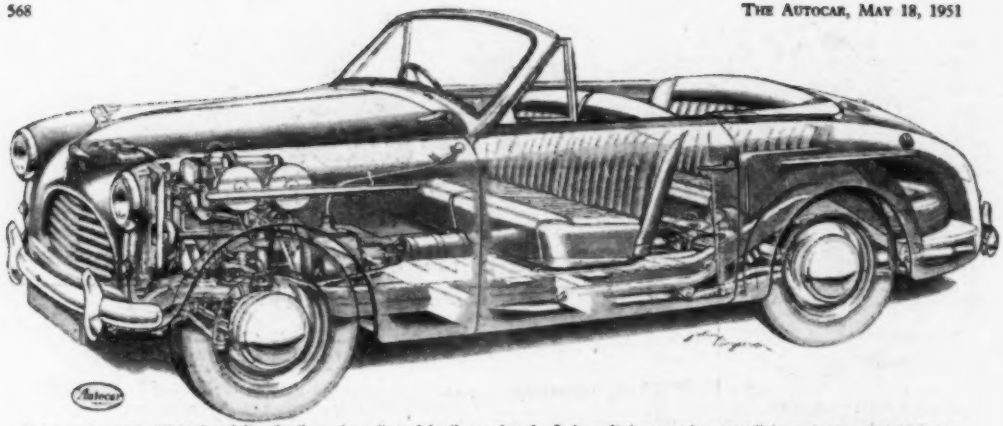
It is not easy to answer these questions; nor is it possible, without misgiving, to ask if enough is being done to stimulate the discovery of new, and as yet unthought-of, fuels.

Pélerinage des Gourmands

AS was expected, the sharp attack of a reader on French cooking has stirred the deepest emotions, the seat of which is acknowledged to be the stomach and not that purely mechanical contrivance, the heart. Those who cross the Channel, trying hard to convince themselves that their thoughts are only of *châteaux*, Charlemagne and the Champs Elysées, are horrified to be described as gluttonous crawlers from hotel to hotel, their windscreens dominated by an horizon composed of crisp slices of *pâté de foie gras* and all that.

To such maligned tourists—Continental bookings are at a record level this year—some comfort must be given. "I cannot," said an unknown aesthete in past centuries, "enjoy a sunset on an empty stomach," and herein lies an avenue of escape that has not yet been fully explored. Those delicious meals, such as outlined by a correspondent last week, may, in the light of this felicitous remark concerning sunsets, be sought as a means by which most fully to enjoy the charms of our neighbours across the Channel. There must obviously be more meaning to igneous rocks if the *escargots* that lurk beneath them have soothed the palate (Do French edible snails lurk under rocks?). And as to glistening bunches of grapes, how can their spherical functionalism be truly appreciated unless the tongue knows the touch of *Montrâchet* or *Nuits St. Georges* of 1947?

Revenons, as we were taught in the Upper Second, *à nos moutons*—or to our *coq au vin* and *crêpes suzette*. The summer is coming to France again (it has been and gone, apparently, in England) and our passage is booked, at enormous expense, on the cross-Channel ferry. Our efforts have been directed, not, as has been alleged, towards the filling of empty stomachs with fatty, fried food, but towards their conditioning in order that we may truly appreciate the æsthetic glories of France.

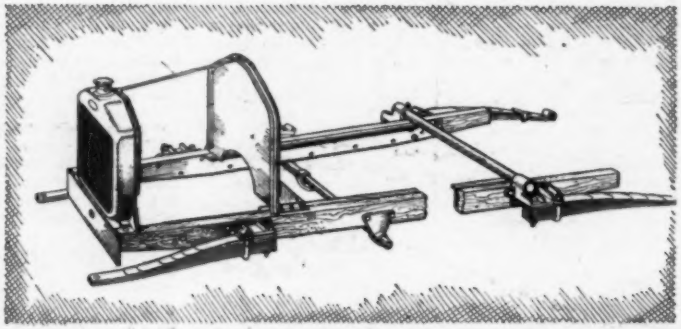


A chassis frame provides a foundation for the main units and for the coachwork. Independent suspension necessitates a strong and rigid front cross-member and torsional rigidity is assisted by a strong cruciform member (Austin A.40 sports tourer). On the right is Britain's latest integral construction model, the Ford Consul. The whole design forms a single steel box of great strength and lightness. The body dies necessary to form the panels are costly, and commit the manufacturers to a large output in order to spread the cost as a small sum on each car.

Bare Bones to Monocoque

FRAMES HAVE UNDERGONE MUCH CHANGE IN THE COURSE OF TIME AND ARE TENDING TO DISAPPEAR

by A. G. Douglas Clease, B.Sc., A.M.I.Mech.E.

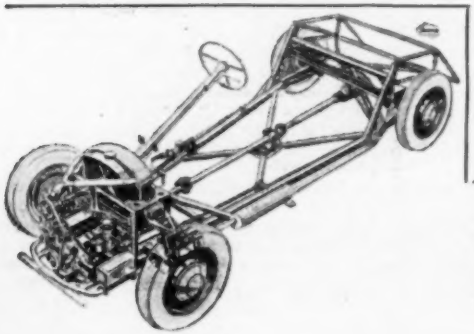


An early frame with ash longitudinals and quarter elliptics.

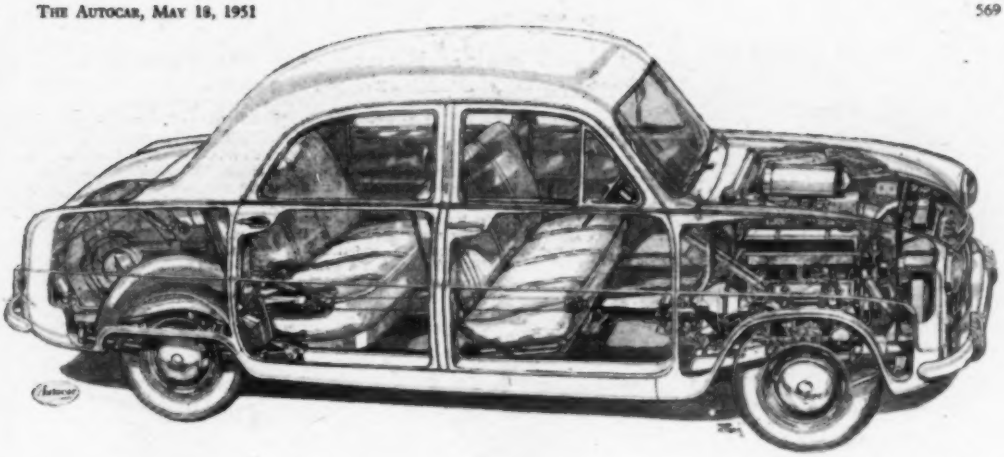
IT is usual to describe the chassis frame as the foundation on which the car is built. In it the engine and transmission units are mounted and on it the body is fixed. To it also the front and rear axles are attached through the medium of the road springs interposed between the axles and the frame. The modern frame is of pressed steel, and its dimensions are carefully calculated according to the load it has to bear and the stresses to which it may be subjected. Early frames were of very rudimentary design. Indeed, the main longitudinal members were of timber, usually ash, and were reinforced by the addition of steel flitch plates. Forged dumb irons were bolted on front and rear to receive the ends of the half-elliptic springs which soon became the accepted form of suspension.

Frames of tubular steel construction, the various members being brazed together, were also tried, but did not prove altogether successful. They were generally considered to be too rigid in character, possibly because fatigue effects resulted in fractures of the tubular members, not infrequently experienced. That there was nothing fundamentally wrong in the idea of a tubular frame is shown by a recent revival of interest in it.

Quite early in the history of automobile development the steel frame had been thought of, and at the first automobile exhibition held in this country, the Richmond Exhibition of 1896, the firm of Rubery Owen and Company

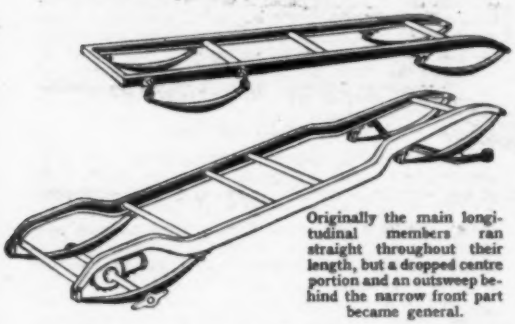


The tubular frame was always attractive, but in the early days of brazing, bicycle fashion, its rigidity led to crystallization and eventually fracture. That rigidity, with the strength of modern welding, is now a virtue, and this type of frame is common in racing and sports cars. It lends itself to small scale production. (This is the chassis of the Javelin Jupiter.)



exhibited a chassis frame assembled from rolled-steel sections and solid round steel bars, for which they were awarded a gold medal. The firm later installed an hydraulic press in order that the rolled-steel sections could be replaced by channel sections pressed out of sheet material. In a way this may be said to have been the start of the modern pressed-steel frame, although there is a considerable difference between the early and present-day versions, in both the matter of design and the sections of the various members.

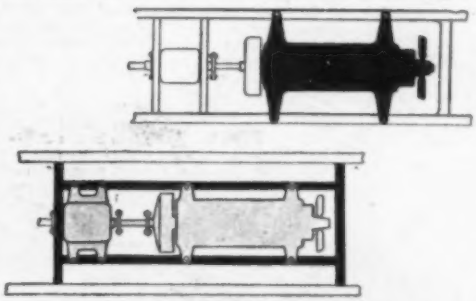
Originally the main longitudinal members ran straight throughout their length because little attention was paid to the height of the vehicle or to the width of the frame in relation to the location of the springs or to the body structure. As it became realized that the rear of the frame should be made as wide as possible in order to bring the springs closer to the wheels and to give a wide base for the mounting of the body, the straight run of the main members was modified by sweeping them outwards at a point behind the front wheels. Naturally, the frame had to be kept narrow at the front end in order to allow clearance for the front wheels in steering. The front portions of the main members, therefore, ran parallel up to the outsweep and were parallel again behind it. Again, when the desirability of reducing the height of the centre of gravity of the vehicle began to be realized, there came the introduction of front axle beams which had the centre portion downswept so that the frame height above ground could be correspondingly lowered. This, however, entailed the adoption of an upsweep in the main longitudinal members so that they would give clearance above the rear axle casing to allow for its movement relative to the frame as the springs flexed over uneven road surfaces.



Originally the main longitudinal members ran straight throughout their length, but a dropped centre portion and an outsweep behind the narrow front part became general.

This outsweep of the main members had the effect of weakening them inasmuch as it introduced a tendency to allow the frame to twist at that point, and to avoid this some designers preferred to keep the main members straight, but to incline them inwards towards the front so that a trapezoidal form resulted. The frame was also weakened by the introduction of flexible engine mountings, instead of the bolting of the engine crankcase direct to the main members as was originally done. Usually the crankcase had bearer arms protruding at each side so that an appreciable amount of strength and rigidity was imparted to the frame when the engine was bolted into place. Alternatively, the engine was carried by a sub-frame attached to the main members, which likewise lent strength to the resulting structure. Again, the gear box, which was separate from the engine and clutch, was usually supported on two cross-members which added to the stiffness of the centre portion of the frame.

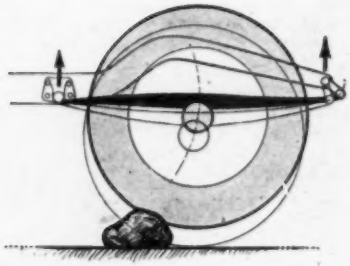
Thus frame design has been influenced by a number of factors such as those mentioned. In due course other developments became necessary. As the performance of road vehicles increased it was realized that vehicle frames had not only to be considered as beams supporting a static load, as in a building, but also that other stresses were imposed upon them owing to the movement of the vehicle. This is obvious if one considers what happens when one wheel encounters an obstacle, such as a bump in a road surface which otherwise may be considered as comparatively level. The wheel has to rise over the obstacle and in so doing it



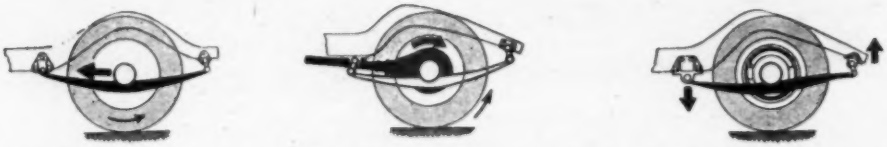
Before flexible mountings came in, the crankcase had bearer arms protruding at each side so that extra strength and rigidity were imparted to the frame when the engine was bolted in place. Alternatively, the engine was carried by a sub-frame attached to the main members.

Bare Bones to Monocoque

— continued —



The wheel has to rise over the obstacle and in so doing it causes the spring between that end of the axle and the chassis frame to be deformed from its original shape. There are other forces (below, l. to r.): In driving, the rear wheels push the car so that a thrust has to be transferred from the rear axle to the frame; the driving torque in the axle shafts has an equal but opposite torque in the axle casing, which tends to turn backwards; and if the springs take the brake torque reaction then there is a downward force at the front attachment, and an upward force at the rear point.



causes the spring between that end of the axle and the chassis frame to be deformed from its original shape. There will, in fact, be an upward thrust at the points of attachment of the spring to the frame. The result is, therefore, that the one corner of the chassis frame will be tilted upwards; that is, the frame will have a tendency to be twisted.

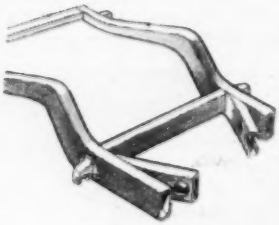
There is another effect in that the obstacle not only causes a vertical movement of the wheel, but it also offers resistance to the forward motion of the wheel and, therefore, of the vehicle itself at that point. There is, therefore, a force which tends to make a frame of approximately rectangular shape in plan assume a diamond shape, this usually being known as lozenging.

Forces are also applied to the frame by the action of the rear wheels in driving the car and of all four wheels in braking. In driving, the rear wheels push the car so that a thrust has to be transferred from the rear axle to the frame. In braking, the inertia of the vehicle is resisted by the wheels in contact with the road so that a pull has to be transferred from the frame to the axles. These push and pull forces may be taken by the rear springs or by the torque tube. Driving and braking give rise to other stresses in the frame also. The driving torque in the axle shafts has an equal but opposite torque in the axle casing, which tends to turn backwards. This torque reaction is resisted by the rear springs in some cases or by the torque tube in others. When the torque reaction is taken by the half-elliptic rear springs it results in an upward force at the front point of spring attachment to the frame and a downward force at the rear point of attachment. If a torque tube extending from the axle casing takes the torque reaction then it results in an upward force at the point of support at the front end of the torque tube on the frame.

Braking also sets up a torque, the reaction of which in rear wheel brakes causes the front end of the torque tube to pull down on its point of attachment. If the springs take the brake torque reaction then there is a downward force at the front attachment point and an upwards force at the rear point. If the vehicle has a conventional front axle beam and half-elliptic springs there will be similar downwards and upwards forces at the front and rear attachment points respectively. Visible evidence of this is often seen when a car with rather soft springing is severely braked to a halt, the front end dipping perceptibly just as the vehicle comes to rest. With independent front suspension the brake torque reaction has to be resisted by the wishbone links, which are pivoted to the frame structure and which, therefore, transmit the torque to their pivot points.

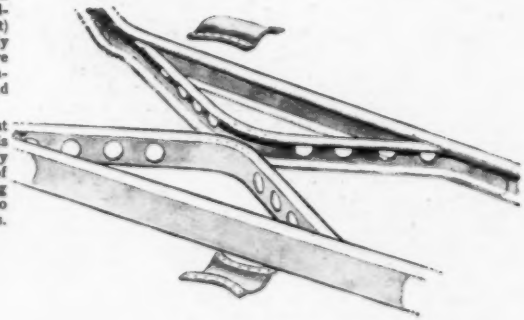
Complex Design Task

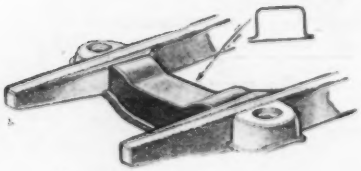
It will by now be realized that many factors have to be considered in designing a vehicle frame; not the least important consideration is the provision of torsional rigidity in order to prevent the frame from twisting under the various stresses it encounters. Tubular cross members were at one time widely employed in order to give torsional rigidity, but they have largely been replaced on cars by cruciform



Completely box sectioned and welded frames (left) are successfully produced and have the merit of combining lightness and rigidity.

Usually this front cross member is made from a deeply dished pressing of stout gauge having out-turned edges to the flanges or sides.





The two V-members of a cruciform section do not touch, but a tunnel is formed with top and bottom plates, through which the propeller-shaft sometimes passes.

members so arranged that they form box sections where they join the main members. Tubular cross members are, however, still used in some commercial vehicle frames.

A usual arrangement of a cruciform cross member has two appropriate lengths of channel section bent each into a wide-angle V, with the channel section inwards. The two Vs are then placed apex to apex and united by top and bottom plates riveted to them. The two V-members will not actually touch one another, but sufficient space will be left between them to form a short tunnel with the top and bottom plates, through which the propeller-shaft may pass. The X-shaped member thus resulting is assembled into the rest of the frame structure so that the open channel portions meet the open channels of the side members, with which they thus form a box section. In some cases the ends of the X-member are extended so that the boxing of the main members is prolonged over an appreciable distance. The main members and also the arms of the cross member may also be boxed throughout most of their length, thus adding greatly to their beam strength and to their torsional rigidity.

Effects of I.f.s.

The adoption of independent front suspension has, of course, had a considerable effect on frame design, especially at the front end. A strong and very rigid cross member is essential, because it has the wishbone links attached to it and will also receive the top ends of the coil springs. Usually this front cross member is made from a deeply dished pressing of stout gauge having out-turned edges to the flanges or sides. The pressing is of inverted channel section and when a plate is welded on to the out-turned edges of the flanges a true box section is produced. Often this cross member will extend beyond the side members in order to incorporate housings to receive the coil springs, and it will also have provision for the pivots of the wishbone links and for the spring dampers, and will probably carry also a bracket for the front engine mounting and brackets for the radiator block. If a transverse half-elliptic spring is used in place of coil springs provision will also be made for the spring anchorage on the cross member.

The various members of the frame may be either riveted or welded together. The tendency towards welding is increasing and some frames are completely welded although this entails difficulty in manufacture, principally because the heat of welding is liable to cause distortion. Completely box sectioned and welded frames are, however, successfully produced and have the merit of combining lightness and rigidity, the sheet steel used being comparatively thin in relation to the steel used for channel section pressings. In the production of a completely welded frame somewhat elaborate jigs may be necessary and seam welding equipment will probably be used; for frames in large numbers this may be quite economical, but on the other hand it is likely to be too costly for frames that are produced in only small numbers.

When frame members are joined by riveting, either hot or cold riveting may be employed. In America cold riveting is largely used, special equipment and fittings being installed to carry it out rapidly and with consistent results. Briefly, the case for hot or cold riveting is as follows: The hot rivet cools and contracts, thus being under tension and holding the two surfaces together with great pressure, but the

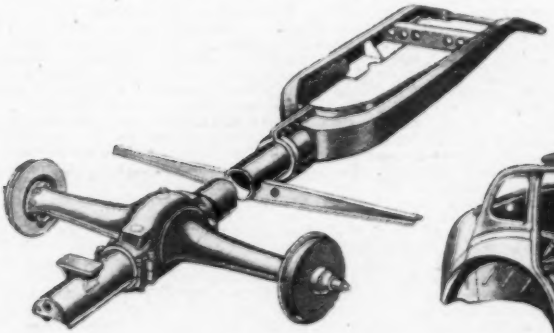
The hot rivet cools and contracts . . . the cold rivet will fill its hole completely and so will be always in shear.

rivet, by contracting, will not fill its hole completely and so will not be in shear until the surfaces have moved slightly under load; the cold rivet will fill its hole completely and so will be in shear, but does not hold the two surfaces together with such force.

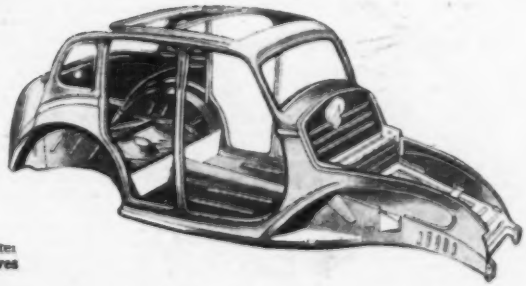
From time to time frames of unorthodox type have been produced and one example worth mentioning is the tubular backbone. In this a single tube of large diameter has a U-shaped extension at the front end which receives the power unit and also carries the front wheel linkage. At the rear end is the final drive casing, from which swinging half-axle shafts extend. Thus the frame is of simple design and construction, and possesses good torsional rigidity. It does not, however, lend itself easily to the mounting of the body, for which lateral extensions from the main tube have to be provided.

There is also, of course, the system of integral construction of chassis and body which eliminates the chassis frame as a separate entity. This system, known as *monocoque* by French manufacturers, is a logical development from the introduction of the all-steel body, which in itself is a box-section beam possessing considerable strength and torsional stiffness. Why, therefore, provide another beam to carry it and why not strengthen it where necessary, at the points of spring attachment, at engine mounting brackets and so on, so that it can serve as chassis as well as body?

This system is generally regarded as having been introduced by Citroen in about 1934, and, although it was to some extent utilized by Lancia even earlier, it was the Citroen which carried it to its fullest development. Since then it has become more widely used, on Vauxhall, Morris, Standard, Hillman and Wolseley cars, amongst others. Its disadvantage is that it obviously restricts body design to that standardized by the car manufacturer, and the high cost of body dies renders it suitable only for cars produced in large numbers over which the cost of the dies can be spread.



In this backbone chassis a single tube of large diameter has a V-shaped extension at the front end which receives the engine. Outriggers take the body.



An example of the integral construction of chassis and body which eliminates the chassis frame as a separate entity.

NEWS and VIEWS

Purchase Tax Temporary?

DURING the second reading of the Finance Bill, Mr. Douglas Jay, Financial Secretary to the Treasury, said that it would not be the Government's intention to maintain purchase tax on new cars at the level of 66 2/3 per cent at any time when the demands of defence, exports and the home market together might fall seriously below the capacity of the industry.

British Car Specifications

COPIES of an illustrated buyers' guide, comprising specifications and details of all British cars, may be obtained from the publishers, Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1, at 1s each (post 1s 2d).

Italian Output

PRODUCTION of passenger cars during the first quarter of 1951 in Italy totalled 32,160, a substantial increase on the 1950 figure of 21,772. Exports for the first quarter of 1951 totalled 8,046 vehicles, more than twice as many as were exported during the first quarter of 1950 (3,858).

Production in March

NEW cars and chassis produced in March showed a sharp drop in rate. The total was 41,592, but the month was a five-week one and thus the figure compares badly with the February total of 40,380. It compares even worse with the March, 1950, total of 51,020.

Of the total, 31,067 were for export (about 75 per cent), and figures in the different categories were as follows, February figures being given for comparison:—

	March	February
Up to 1,600 c.c.	29,510	27,645
1,600 to 2,200 c.c.	5,655	5,743
Over 2,200 c.c.	6,427	7,005

French Hotels

THE list of the French hotels which are included in the *Logis de France* scheme, described by The Scribe in "Disconnected Jottings," May 4 issue, is now available. It may be obtained free of charge from the French Government Tourist Office, 179, Piccadilly, London, W.1.

Hotels in the scheme provide a strictly regulated standard of service at controlled prices in accordance with the star category in which they are placed.

S.M.M.T. on Taxation

A USEFUL memorandum on taxation has come from the S.M.M.T. It states the case against the heavy taxation of transport and concludes with a table of estimated taxation per year for a 10 h.p. car travelling 5,000 or 10,000 miles. Over 5,000 miles, the British motorist, paying £50 11s, is subject to more taxation than any other motorist except the Spaniard; over 10,000 miles, at £66 2s, he is third in the list of oppressed to Spain and Italy. Comparable American figures—easily the most advantageous country for the motorist—are £10 10s and £13 16s.

New Officers

NEW president of the S.M.M.T. is Mr. G. E. Beharrell, deputy chairman and managing director of the Dunlop Rubber Co., Ltd., who succeeds Mr.

Mr. G. E. Beharrell.

W. Lyons, the Jaguar chief; Mr. Lyons becomes deputy president.

Mr. H. Spurrier, managing director of Leyland Motors, Ltd., continues as vice-president, and Sir John Black, Standard chairman and managing director, succeeds Mr. Beharrell as vice-president. Mr. W. R. Black (Park Royal Vehicles) has been re-elected treasurer

Hopes Pinned on Margam

IN the most recent discussions in the House of Commons on the shortage of materials in the motor industry the Minister of Supply pointed out that the maximum amount of steel was being made available to the industry but that there was just not enough to go round. Asked what the production of the new steel rolling mill at Margam would be, and how soon it would be in production, Mr. Strauss said that he could not give exact figures but that it should be in full production by the end of the year and should relieve the situation somewhat.

The Minister's optimism can be welcomed, although it is difficult to see how Margam can reach full production of sheet steel at a time of constantly worsening supplies of scrap.

INCREASED COSTS

Readers will learn with regret, but perhaps not wholly with surprise, that it has been found necessary to increase the price of *The Autocar* to 1s, beginning with next week's issue. This step has been made inevitable by the recent very sharp rise in the costs of production. The price of the paper used in the journal has increased during the past twelve months by 77 per cent, bringing it to a figure approximately six times greater than pre-war, while printing charges, wages and salaries have all continued to mount. In these circumstances, and with the end still not in sight, only two courses were possible, drastically to lower the standards of *The Autocar* or to increase its price. The first alternative was unthinkable, and the second has been adopted with reluctance.

March Accidents

AN increase of almost 3,000 casualties was recorded on the roads of Great Britain during March, compared with the figure for March, 1950; the total was 16,442. Of these, 404 were killed, 4,027 seriously injured and 12,011 slightly injured. For the first time since the war, the total exceeds that for the corresponding month of 1939. It is believed that the high March total was influenced by the fact that Easter fell in March this year.

Ici on Parle . . .

LINGUISTS can help foreign visitors to this country by wearing the Festival interpreter's badge, which states the language spoken. It is made by the blind, and is obtainable (price 2s) from the Badge Secretary, 96, Mitcham Lane, London, S.W.16. Applicants should, of course, state the language in which they are fluent.

NEW MODELS, NEW METHODS

RECENTLY *The Autocar* has had the opportunity of seeing at the Ford Motor company's Dagenham factory new production methods and machinery which have been installed as a part of a £12,000,000 improvement and expansion programme spread over the period 1950-1952. Introduction of the entirely new models, the Consul and the Zephyr, has provided the opportunity of devising and installing more efficient machinery. Rearrangement of the assembly lines has been carried out in such a way as to allocate one track entirely to the Consul and Zephyr. The former model, which first started to come off the production lines in January, is now coming through in quantity, and more recently, as there was the opportunity of observing, the Zephyr Six has gone into production. In this country the vast Ford Dagenham plant is one of the very few where, in one establishment, the raw materials enter at one end and complete cars emerge at the other end. Striking use is made by Fords of the casting process, both crankshafts and camshafts being thus produced.

Prominent among the battery of new machine tools is a group now installed for the finishing of Consul and Zephyr cylinder blocks. Manual handling is almost eliminated by a series of electro-mechanical hydraulic sequences which move the work from stage to stage. The rate of production is approximately twice that of the conventional method of machining similar components. Similar methods are applied to transmission cases, gear housings, bearing caps, cylinder heads and piston pins, whilst in another direction efficiency has been increased by the use of only one machine to deal with the crankshaft main bearing surfaces, the flywheel and the timing gear locations, instead of four machines as previously.

The latest assembly line eliminates pit work and allows full freedom of movement to the workers all round the cars.

Incidentally, the party which recently had the opportunity of visiting the factory travelled to Dagenham by water in the latest and appropriately named addition to the Thames fleet of water buses, the m.v. *Ford Consul*.

REG PARNELL

WINNER OF THE

DAILY GRAPHIC FESTIVAL OF BRITAIN TROPHY

at an average speed of 91.64 m.p.h.

driving the THIN WALL SPECIAL—FERRARI

Owned by G. A. Vandervell

★

STIRLING MOSS

WINNER OF THE

500 INTERNATIONAL TROPHY

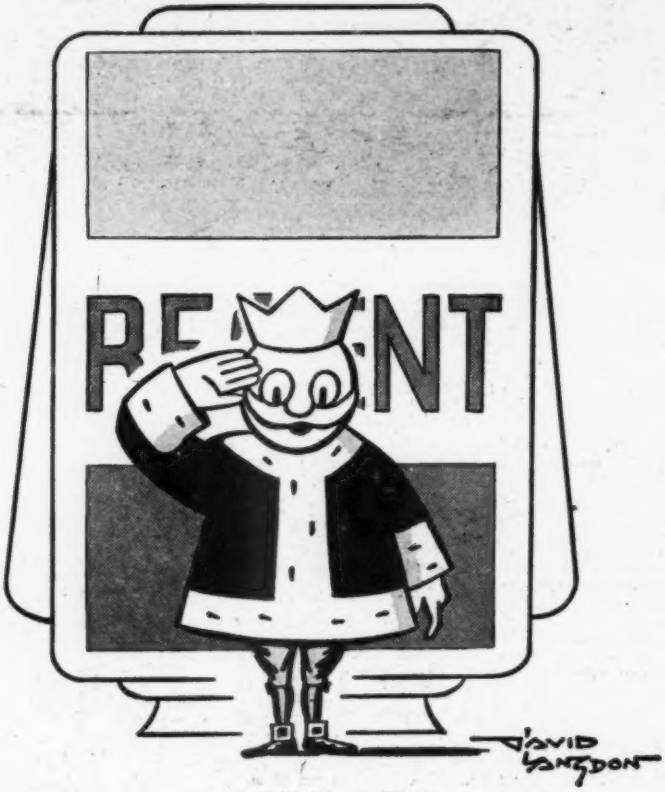
driving a KIEFT at an average speed of 82.28 m.p.h.

(subject to official confirmation)

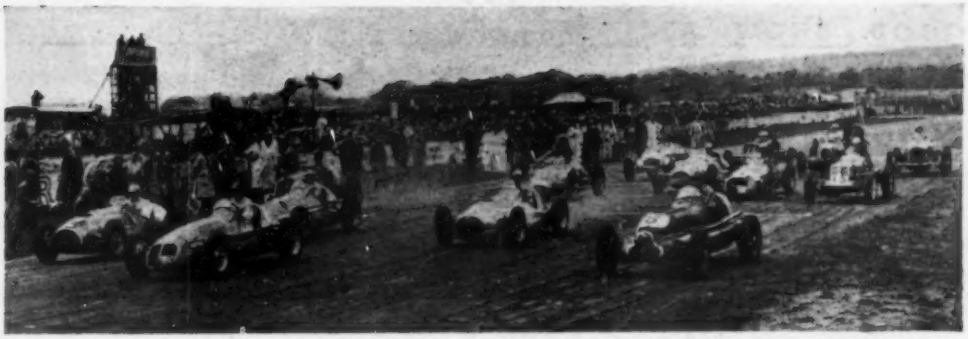
B.A.R.C. GOODWOOD WHITSUN MEETING

Serviced by **Esso**

ESSO PETROLEUM COMPANY, LIMITED, 36 QUEEN ANNE'S GATE, LONDON S.W.1



"I'm **REGENT** —
you'll be seeing a lot
of me..."



The start of the final of the Festival of Britain Trophy race : in the front row are Parnell, de Graffenried, Bira and Shawe-Taylor. Farina, who drove with all his polished mastery to take second place, can be seen in his Maserati immediately behind de Graffenried.

GOOD SHOW AT GOODWOOD

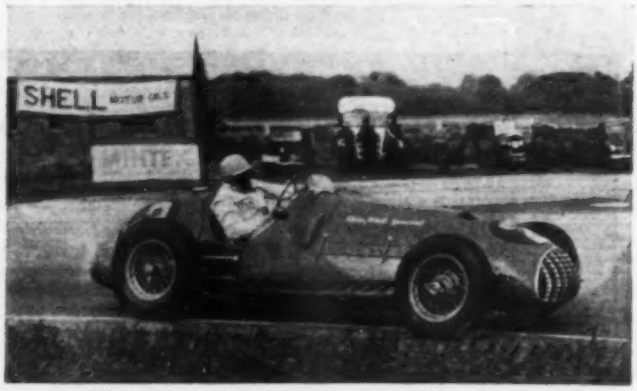
MOSS AND PARNELL WIN TWO BIG EVENTS

ALMOST everyone in the enormous crowd attending Goodwood on Whit-Monday must have gone home muttering two names—Stirling Moss and Reg Parnell. Neither of these names is strange to the winning lists of British motor racing, but both of them had special reasons for comment last Monday. Stirling Moss, after putting up a brilliant show in Italy with an H.W.M. on the previous day, returned overnight by train, two aeroplanes and one car to arrive at Goodwood an hour before racing commenced, to step into the new and untried experimental Kieft 500 c.c. car and win the 500 International Trophy in classic style. Reg Parnell, at the wheel of the Thin Wall Special Ferrari in which he went so well at Silverstone the week before, won the *Daily Graphic* Festival of Britain Trophy at a race average speed substantially in excess of the previous lap record, defeating Giuseppe Farina, 1950 world champion, in the process. These performances set the seal on an excellent day's racing.

THE first heat of the 500 c.c. race brought together such worthy opponents as the J.B.S. of Parker, Westcott and Loens, the Coopers of Brandon, Wicken, Gerard and David Clarke, and the unknown quantity—the new prototype Kieft, with Stirling Moss at the wheel. After only one lap, Brandon led from Moss, while Parker in his new J.B.S. had the misfortune to be put out by a minor collision with his old car, the Parker-J.A.P. Clarke was third and Westcott, a recent convert from Coopers to J.B.S., fourth. But, a lap or so later, the Kieft started to slow, and the engine note became woolly. First one car, then another, slipped by, while Moss looked less and less happy; meanwhile Brandon went on to win as he pleased from Clarke and Westcott, at an average of over 80 m.p.h.

In the second heat were Alan Brown, Braid, Ecclestone and Claes among the Cooper drivers, Curly Dryden and Kenneth McAlpine with J.B.S., and Emery, Watkins and Pycroft with the front-wheel-drive Emerysons. Peter Collins, Lex Beels of Holland and Piero Taruffi of Italy were regrettably among the non-starters. This heat was once more an easy victory for the *Ecurie Richmond*, this time in the person of Alan Brown, while Ecclestone did extremely well to come through the field to second place after stalling his engine on the line, a misfortune which also befell Johnnie Claes. Emery and Watkins held second and third places for the greater part of the race, but engine trouble forced them both to retire before the end. McAlpine, in his first 500 c.c. race, came in a good third; Curly Dryden was put out by a split gear box. The final was run off after the heats of the *formule libre* event. The front row of the starting grid was made up of Brandon, Brown, Clarke and Westcott; behind them came Wicken, Gerard and Ecclestone, while Moss was in the fourth row by reason of his low finishing speed in the heat. Moreover, when the flag fell Ecclestone once more stalled his engine, baulking Stirling, who was coming through from the back; yet so well did the Kieft pick up that after one lap it lay third. On the second lap Moss got into second place, splitting the Brandon-Brown partnership, while on the fifth lap he went into the lead, and thereafter was never challenged. The race was run at a very high speed, while in the course of it Stirling Moss set up a new 500 c.c. lap record in 1m 42.2s (84.55 m.p.h.). Behind him, Brandon was forced to drop back, being passed first by Alan Brown—who, however, could not get near Moss—then by Clarke, and finally by Westcott. So the final order was Kieft-Cooper-Cooper-J.B.S., all powered by Norton engines.

The *formule libre* event for the Festival of Britain Trophy had attracted a diverse selection of entries, from the latest 4½-litre unsupercharged Osca and Ferrari of Bira and Parnell respectively to the old Alfa-Romeos of Mann and Goodhew, and from the 1,100 c.c. Coopers to S. H. Allard's sports Cadillac-Allard. In the front row for the first heat were David Murray's



Reg Parnell, winner of the big race, cornering at Woodcote in the 4½-litre Ferrari.

GOOD SHOW AT GOODWOOD : continued

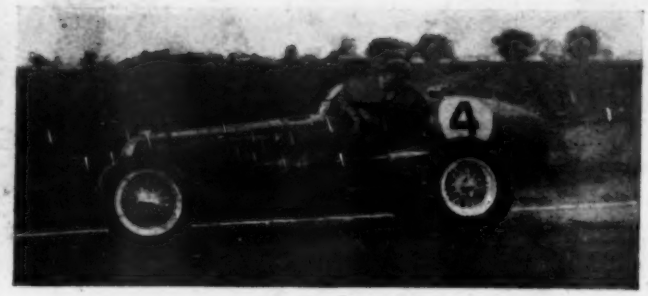
green 4CLT Maserati, Goodhew's 2.9 Alfa-Romeo, de Graffenried's Maserati and Reg Parnell with the Ferrari. When they got off the line Goodhew immediately took the lead, while Reg made a poor get-away and lay fourth; but before the cars reached St. Mary's, on the far side of the circuit, he was in first place, and there to stay. Behind him, Gerard brought his 2-litre supercharged E.R.A. through the ruck, passing de Graffenried, into second place, while Shawe-Taylor lay fourth with the ex-Harrison 1½-litre version. Reg won as he pleased, setting up a new lap record in the process at 93.11 m.p.h. Unfortunately, after five glorious laps, Gerard's gallant old car blew in the top of one piston, and he dropped back to fourth place in a positive cloud of blue oil smoke from the cockpit.

De Graffenried was second, Shawe-Taylor a good third, while Eric Winterbottom had a good run—at last—in his Vincent-powered 1,000 c.c. Cooper to finish sixth.

The second heat produced some real fireworks. In the front row were Kenneth McAlpine's beautiful ex-Whitney Straight 3-litre Maserati, A. Elliott's Cooper, Kelly's G.P. Alta and Allard's sports car, while behind them were Harry Schell, driving the second of the Platé stable of Maseratis, Dennis Poore's 3.8-litre Alfa-Romeo and Farina's 4CLT Maserati. These positions, like all the others for the heats, were determined by ballot, but it so happened that in this case the front line were all relatively slow cars. Schell jumped the flag, and was later penalized by one minute for this; Poore streaked into the lead, and led after one lap from Farina and Bira's Osca, which were practically neck-and-neck for second place. Next time round, and Bira was out in front; two more laps, and Farina followed him, while before the heat ended David Hampshire, driving a 4CLT Maserati with great verve, had also passed Poore to take third place.

The eighteen fastest finishers in the heats were selected to run in the final; but of course Gerard was forced to non-start. Schell was put out by his penalization, and the grid order became: (from row), Parnell, de Graffenried, Bira, Shawe-Taylor; (second row), Farina and Hampshire; (third row), Poore, Duncan Hamilton (Talbot), Claes (Talbot) and Fotheringham-Parker (E.R.A.). Bira's car had emitted oil smoke towards the end of its heat, and had been worked on furiously in the interval; it came to the line just in time, but failed to complete a lap, the scavenge oil pump having failed. David Hampshire was also unlucky, the axle of his Maserati stripping on the line. Parnell led throughout, but the race was well contested nevertheless; first, Farina put up a terrific show with his slower car, catching Reg perceptibly and raising the lap record to 93.9 m.p.h. Parnell then equalled this new record, and later still beat it with a terrific lap in 1m 31.4s, equal to a speed of 94.54 m.p.h.

Shawe-Taylor made a determined effort to catch de Graffenried for third place, failing by three-fifths of a second; Duncan Hamilton in his Talbot and Rolt in the E.R.A.-engined Delage had a long duel, the former being guilty of baulking on at least one occasion, while Claes got out in front of the E.R.A. battle between Fotheringham-Parker and Graham Whitehead, which eventually ended in favour of the latter. Yes, an excellent day; the weather fine but cool, the crowd enormous, and throughout the usual B.A.R.C. precision.



Bob Gerard on Lavant Straight in his 2-litre E.R.A. just after a piston had burned through in the first heat of the main event; the cloud of oil smoke can be seen pouring from the cockpit and louvres.

RESULTS

Race distances: Heats 7 laps of 2.4-mile circuit, 16.8 miles; finals 15 laps, 36.0 miles.

500 International Trophy. Heat 1: 1, Cooper-Norton (E. Brandon), 12m 34.6s, 80.16 m.p.h.; 2, Cooper-Norton (D. A. Clarke), 12m 56.2s; 3, J.B.S.-Norton (J. F. Westcott), 13m 4.4s; 4, Cooper-J.A.P. (G. H. Wicken), 13m 6.4s. **Fastest lap:** Clarke, 1m 46s, 81.5 m.p.h.

Heat 2: 1, Cooper-Norton (A. E. Brown), 12m 49.2s, 78.63 m.p.h.; 2, Cooper-J.A.P. (B. C. Ecclestone), 13m 31.6s; 3, J.B.S.-Norton (K. McAlpine), 13m 34.8s; 4, Cooper-Norton (P. K. Braid), 13m 44.4s. **Fastest lap:** Brown, 1m 47.6s, 80.29 m.p.h.

Final: 1, Kieft-Norton (S. C. Moss), 26m 15.4s, 82.28 m.p.h.; 2, Cooper-Norton (A. E. Brown), 26m 37.2s; 3, Cooper-Norton (D. A. Clarke), 27m 5.2s; 4, J.B.S.-Norton (J. F. Westcott), 27m 22.8s; 5, Cooper-Norton (E. Brandon); 6, Cooper-Norton (F. R. Gerard). **Also started:** Coopers (M. Christie, J. Claes, H. Schell, F. H. B. Samuelson, B. C. Ecclestone, G. R. Hartwell, G. H. Wicken, C. D. Headland), J.B.S. (K. McAlpine, A. W. Richards), Flather Steel Spl. (S. Rhiando). **Fastest Lap:** Moss, 1m 42.2s, 84.55 m.p.h. (record).

Festival of Britain Trophy (formula libre). Heat 1. 7 laps, scr.: 1, Thin Wall Special Ferrari 4,494 (R. Parnell), 11m 11.6s, 90.07 m.p.h.; 2, Maserati 1,490 s (Baron E. de Graffenried), 11m 24.0s; 3, E.R.A. 1,488 s (B. Shawe-Taylor), 11m 26.8s; 4, E.R.A. 1,980 s (F. R. Gerard), 11m 42.0s. **Fastest lap:** Parnell, 1m 32.8s, 93.11 m.p.h.

Heat 2. 7 laps, scr.: 1, Osca 4,470 (B. Bira), 11m 25.2s, 88.28 m.p.h.; 2, Maserati 1,490 s (O. Farina), 11m 30.0s; 3, Maserati 1,496 s (D. Hampshire), 11m 42.0s; 4, Alfa-Romeo 3,800 s (R. D. Poore), 11m 42.2s. **Fastest lap:** Bira, 1m 33.6s, 92.12 m.p.h.

Final. 15 laps scr.: 1, Thin Wall Special Ferrari 4,494 (R. Parnell), 25m 24.2s, 91.64 m.p.h.; 2, Maserati 1,490 s (O. Farina), 25m 45.0 s; 3, Maserati 1,490 s (Baron E. de Graffenried), 24m 17.8s; 4, E.R.A. 1,488 s (B. Shawe-Taylor), 24m 18.4s; 5, Talbot 4,485 (J. Duncan Hamilton), 24m 40.4s; 6, Delage Spl. 1,488 s (P. R. Rolt), 24m 40.8s; 7, Talbot 4,485 (J. Claes); 8, E.R.A. 1,488 s (A. G. Whitehead); 9, E.R.A. 1,488 s (F. Fotheringham Parker); 10, Alfa-Romeo 3,800 s (R. D. Poore); 11, Maserati 1,490 s (D. Murray); 12, Alfa-Romeo 2,443 s (J. E. G. Fairman); 13, Allard 5,430 (S. H. Allard). **Also started:** Maserati 1,490 s (D. Hampshire), Osca 4,470 (B. Bira), Alfa-Romeo 2,992 s (J. Goodhew), Cooper 996 (E. Winterbottom). **Fastest lap:** Parnell, 1m 31.4s, 94.54 m.p.h. (record).

Stirling Moss, winner of the 500 International Trophy, passing Eric Brandon's Cooper on the outside at Madgwick Corner in the new Norton-engined Kieft; he took this corner considerably faster than anyone else in the race, without lifting his foot from the throttle.

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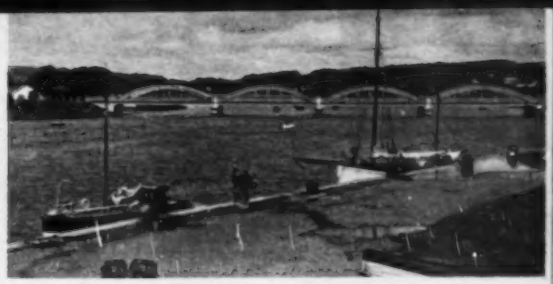
THE intending visitor to the West Country may well hesitate, bewildered, as he tries to decide what to leave out in his visit. Too many names, gleaming like gold on the magic loom of history, call across the centuries for homage. Too many noble cities and tiny hamlets, magnificent abbeys and humble churches, gentle views and harsh rockscapes, demand the right of pilgrimage. Too many fables and songs, of ghosties and ghoulies, of dwarfs and giants, of wreckers and pirates, of saints and sinners clamour for attention. You cannot enjoy all its riches; that much is certain—but modern road transport will bring the places you wish to visit closer together. How pleasant to live in an age that has this travel advantage. Even J. B. Dunlop, who invented the pneumatic tyre in 1888, could not have foreseen the immense development of road transport which makes travel so much more comfortable, so much more rewarding.

A reproduction of this map, in an illustrated folder, can be obtained free from the Dunlop Rubber Co. Ltd., Advertising Dept. (L1), Fort Dunlop, Birmingham, 24

SOUTH-WESTERN CORNER

by

G. Douglas Bolton



This many-spanned bridge crosses the tidal Dee at Kirkcudbright.

GALLOWAY IS AN UNFREQUENTED AND ROMANTIC PART OF SCOTLAND

APPRECIATION of Dumfries is rather an acquired taste; some like the town and some do not. You will find good hotels but they are generally full, so make a reservation, because Dumfries is the gateway to Galloway from the south. The town is steeped in "Rabbie" Burns and you can still see his haunt, the old Globe tavern. But make your way down to the river and see Devorgilla's Bridge, nearly seven hundred years old, whose graceful spans were sorely tried by a severe flood last September when the Nith burst its banks and flooded into the town.

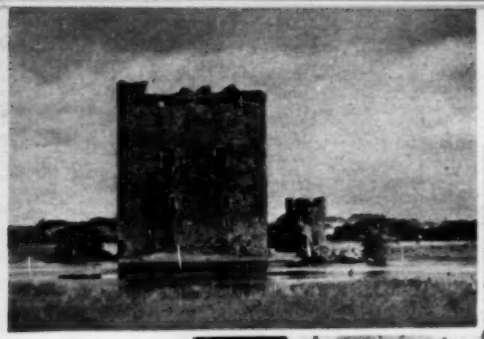
But away from Dumfries with its historic past, solid grey walls and modern shops and cinemas. Cross the Nith to Maxwelltown and take the southbound road to the village of New Abbey, where you will find the ruins of Sweetheart Abbey, founded by Devorgilla. She is buried here with her husband's heart, which she had treasured after his death.

As you follow the winding road round the base of Criffell, gentlest of mountains, you will pass lots of little lanes all leading to far-off places like Carsethorn, Southerness and, farther along, Portowarren, spots you have probably never heard of before. At Southerness, there is an hotel. There is not much to see except a rocky coast, great open spaces and a derelict lighthouse which looks like the father of all lighthouses, but if you want a quiet pause by the seashore you will get it here.

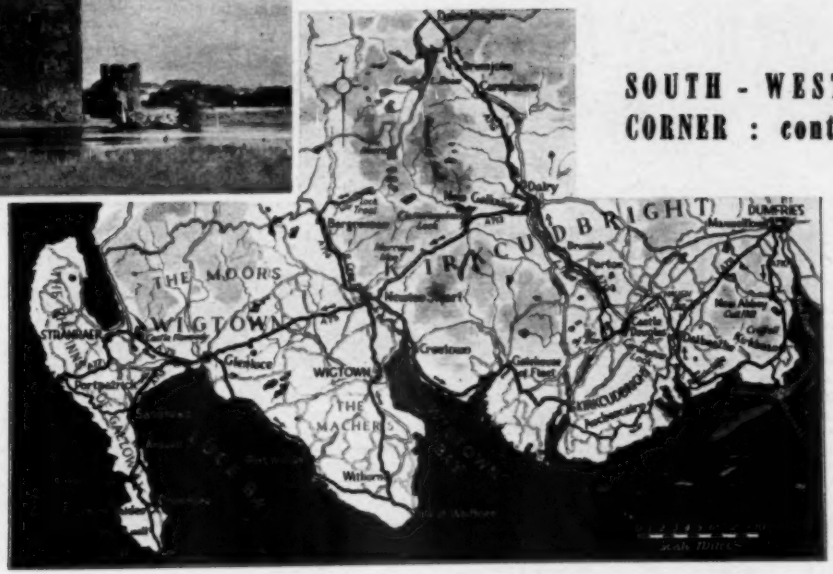
It is an agreeable run to Colvend, where it is worth turning off to Rockcliffe, a place where every prospect is fair. The tide comes up to the roadside and there are flowers, cosy cottages and a comfortable hotel. Now head north to Dalbeattie where archaeologists (if any) will make a dash to the Mote of Urr near the Haugh of Urr on the Urr Water. The Mote itself is a fortified earthwork and one of the best examples in the country.

Castle Douglas is a fresh, clean, little town near the reedy, island-studded Carlingwark Loch which is passed on the way to Threave Castle. This castle is not any too easy to reach as it is built on an islet in the Dee. The usual approach is to follow a cart track, not too good for cars,

A good road follows the west shore of Loch Doon, and the motorist who traverses it is accompanied by changing light on the water, and on the distant Galloway Mountains.



SOUTH - WESTERN CORNER : continued



The author's route. Inset is the keep of Threave Castle, which looks across the Dee.

to Kelton Mains and then to walk through the fields until the castle is approached. A ferryman will take you across. To my mind the best view of the castle is from the west. Follow the main road across Threave Bridge to Bridge of Dee, where it is worth the short drive to see the old bridge. Then return to the main road and drive straight across to the station. About a mile beyond, a narrow cart track winds by devious ways to a point almost opposite Threave Castle, the crumbling ruins of a magnificent keep from which you are separated by the waters of the Dee. From this viewpoint the castle seems to float like a mirage and you will not readily forget such a picture. Return along the cart track and continue northwards to Glenlochar where the route turns right to join the Castle Douglas-Crossmichael main road.

Our route now follows the stately course of Loch Ken, a long river-like stretch of water of consummate beauty, to Parton, Drumrash and Ken Bridge near New Galloway. This is a district of meadows bounded by blue, cloud-capped mountains dominated by the Rhinns of Kells and culminating in Corserine (2,668ft). It is possible to enjoy a burst of speed on the grand moorland road from Dalry to Dalmellington which we follow for most of the way. Just before Drumjohn there is a beguiling view of Loch Doon, the destination. Fairly close map work is needed to find the lane turning off to the left about five miles beyond Drumjohn, and a couple of miles before Dalmellington. If you miss it, turn back because the road is rather shy and the signpost is reticent. Once safely launched, all is well and the road leads to the wooded charm of Ness Glen and the well-made road along the west bank of Loch Doon terminating near the castle. The latter was once on an island but has been removed and rebuilt not far from the road.

Although it is a reservoir, you will like Loch Doon if only for the magnificent panoramas of the Rhinns of Kells and Merrick (2,764ft), Galloway's highest mountain. A very wild and rough mountain tramp would take you to Dungeon Loch, the Murder Hole, Loch Neldricken and eventually Loch Trool. As you will see the loch later there is no need to undertake this.

After a pause by Loch Doon it is necessary to return all the way to Dalry and New Galloway, before heading westwards across another breezy moorland road to Clatteringshaws Reservoir, Murray's Monument and Newton Stewart.

Artists come to Newton Stewart and the best view of it is looking upstream from the bridge across the Cree. It is a good centre for Loch Trool, Galloway's finest gem. We follow the Barrhill road as far as Bargrennan, turn off to Glencaird Lodge, passing the House o' the Hill Inn, and then negotiate a recently surfaced road to Glen Trool. A rapidly degenerating road continues to Loch Trool and Glen Trool Lodge, but you can drive to the Bruce Stone without mishap. Here there is turning space. This is a bit of real Highland scenery in the Lowlands, with a view across the sheltered waters of the loch towards Merrick and that lonely wilderness towards Loch Doon. Return must be made the same way and, if you missed seeing the Falls of Minnock coming, you can now remedy the omission.

Glenluce is the next port of call and beyond it is the Stranraer road to Castle Kennedy. Be sure to find the right entrance to the estate and then drift into a fairyland of bluebells and rhododendrons if it is late spring. You will see woodland sparkling in the morning sunshine and then

The Mull of Galloway lighthouse is a lonely place.

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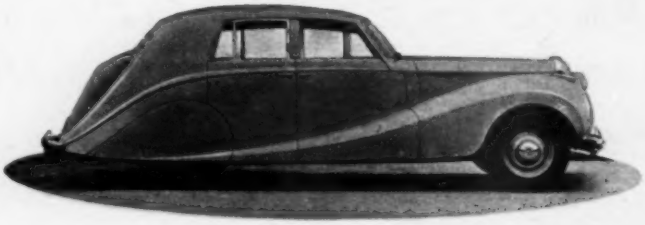

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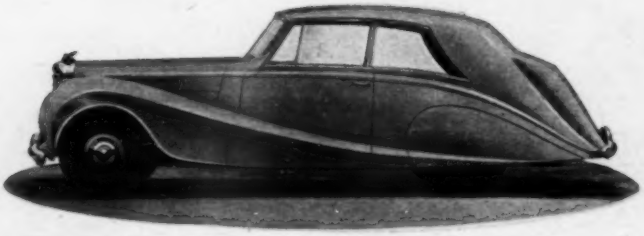

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SOUTH-WESTERN CORNER . . . . . continued

the White Loch and the Black Loch with the crumbling ruins of Castle Kennedy bridging the narrow spit of land between the two lochs. You can continue right round to the splendid Loch Inch Castle, like some magnificent French chateau, but this may be a private road.

I doubt whether you will like Stranraer so why not push on to Portpatrick? I have never succeeded in staying at the imposing Portpatrick Hotel for the reason that it was always full to capacity but it fairly dominates the town and looks across the sea to Ireland. There are other hotels; the Roslin treated me very well, and it is worth spending a full day on the trip to the Mull of Galloway, taking in Port Logan fish-pond on the way. You are sure to get lost among the tangle of lanes down the west coast of the Rhinns of Galloway, signposts being a great rarity, so better head for the east coast at Sandhead; continue to Ardwell beyond where a branch road leads to Port Logan. There is a road to the fish-pond but cars are not invited, presumably because they may disturb the fish, who, in any case, do not receive visitors on Tuesdays, Thursdays and Sundays. On other days the tame codfish may be fed from the hand.

There is a fair road to Kirkmaiden and Broadwall, beyond where it gets much worse, and is very bad for cars for the last couple of miles. The rough stony track winds along the top of an isthmus with protecting walls where needed, to stop the motorist from driving over the cliffs. If you make the last lap on foot on a windy day keep to the road. Steep turf slopes descend to the top of the cliffs which fall sheer for nearly 200 feet. The view from the Mull in clear weather is said to include England, Scotland, Ireland and the Isle of Man; this southernmost tip of Scotland is as far south as Yorkshire.

You might call at an exotic inn at Drummore on your way back. This tiny village has a foreign atmosphere, as if it belonged to the Mediterranean. It quite reminded me of an Algerian village I once knew.

A fast, dull road, straight as an arrow, leads from Sandhead to Glenluce, from where there is the coast road round to Port William and Isle of Whithorn. It is not particularly beautiful but it is a road on which you can travel fast.

The grounds of Monreith House near Port William are a great attraction if they happen to be open. Isle of Whithorn is worth this long detour. It is a sleepy fishing village with whitewashed houses left high and dry at low water like ships in a harbour. This is a far-off, remote sort of place.

It is a very dull journey back to Newton Stewart via Whithorn and Wigtown. The ancient Priory Church at Whithorn (twelfth century) is worth visiting and Wigtown is the place where two Covenanting martyrs were tied to a stake in the river and left to drown.

Still down by the coast, there is a fast main road to Creetown, Carshuith Castle and the lovely wooded coast with its caves and sandy beaches around Ravenshall Point and Fleet Bay. One of the caves may be considered the skeleton in Galloway's cupboard and its grisly story takes us back to the days of Sawney Bean and his progeny, who pounced on lone wayfarers, polished them off, cut them up and smoked or pickled their flesh in brine. These cannibals ate so many visitors to Galloway that James I had to put a stop to it. I must add that Sawney Bean was no Gallovidian.

Cardoness Castle is worth looking over before entering Gatehouse-of-Fleet.

Kirkcudbright is the next calling place and here you will see artists painting the Dee and the old houses and ancient castle standing around. At low water the river is full of mud, here called sleech and very appropriately, too; there are boats flopping about in the harbour and lots of children playing around on the green near the Castle. There is a tolbooth, a museum and the Royal Hotel, which is very good. Take time off at Kirkcudbright; it is worth seeing.

Beyond the mellow ruins of Dundrennan Abbey is Auchencairn. Farther along, a narrow lane leads to Orchardton, with its famous Round Tower, and the main road is rejoined at Palnackie, where there is a harbour just big enough for a handful of small craft able to slip into the Urr Water and so down to the Rough Firth and the sea.

There is a fast main road from Dalbeattie to Dumfries, where you may like to stay once again. You will like it much better the second time!

The lane insists on the direction to Threave Castle, and the view might easily be in one of the English shires.

FRENCH INDIVIDUALISM GETS TO

THE French motorist may not have to put up with 66⅔ per cent purchase tax, five-year delivery dates and two-year covenants, but car prices in France are fairly high and buyers must wait up to a year or so for the most popular models. The choice of types is limited and special coachwork at current prices is beyond reach of most buyers.

The situation affronts the individualism of the Frenchman and accessory suppliers have come to the rescue with transformations which range from a simple radiator grille at £15 or so to a set of new panels which will completely disguise the appearance of the car for £100 or more.

The accessory trade is quick off the mark. When the Ford Vedette appeared, it clearly needed chromium rubbing strips along the side to give it a sparkle like the Mercury from which its styling was derived. Accessory manufacturers supplied them at once and business boomed until the Ford men at Poissy fitted them as standard. The same sort of thing happens in Italy, where owners used to throw away the bumpers of the Fiat 500C and fit a more robust and elegant type until Fiat decided to standardize the better bumper themselves.

In France, the four-cylinder Citroen is still the standard by which other cars are judged, but the lines are *démodé* to most people, and the car lacks luggage space. The motoring *modistes* have a variety of answers, from built-on luggage lockers to a full kit consisting of new wings, radiator cowl and tail panels. Considering the large sums spent on

You are in the Peugeot price bracket but your taste runs to a Cadillac or a Chrysler perhaps. Then try a new grille, a rearrangement of the over-riders and maybe some built-in fog lamps!

You love your faithful *traction* but you could use some more luggage space? Then have a new tail, with broad rear windows and a built-in reversing lamp.

WORK ON POPULAR MODELS

mechanical overhauls to keep old cars on the road, it is not a bad idea to throw in a face-lift at the same time.

The 4 c.v. Renault, as France's best-selling small car, inspires the greatest variety of gadgets. Luggage space is again in demand and for a price you can have a completely new front end which combines extra baggage space with a more sophisticated line. It also increases the weight on the front wheels—not a bad thing on a rear-engined car. For those who cannot afford the complete treatment there is an American-style radiator grille which folds down to act as a luggage grid in front of the car.

Cast alloy wheels, wheel discs, road lamps, direction indicators and parking lamps come in bewildering variety. Another idea is a replacement set of jewel-like knobs for gear levers and switches, made in translucent coloured plastics. Italy and France also offer elegant steering wheels in up-to-the-minute designs with rims wound in gaily coloured plastic filaments.

On the mechanical side owners of three-speed cars can often buy alternative four-speed gear boxes, mechanically or electrically controlled, while those who seek more engine power have a good choice of twin carburettor conversions and special exhaust systems ready for fitting.

Before the Italian industry abandoned side-valve engines there was a thriving business in o.h.v. conversions until the manufacturers took the hint. It requires no great effort to think of some British models which could develop a sparkling new personality under similar treatment. G. W.

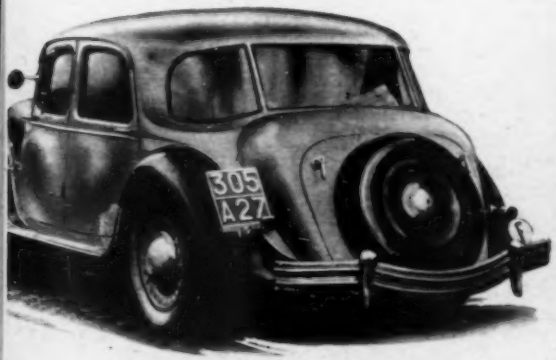
The 4 c.v. is full of possibilities. With a new front like this your Renault will be the belle of the Bois and your luggage space is doubled. And how about those wheels?

You own an 11 c.v. Citroen but you covet a Delahaye? Nothing easier. The complete kit, ready to fit, comprises wings, luggage locker and radiator grille. You will need some louvres in your bonnet, too, for the full effect.

You want a Vedette that is different? Why not have the sloping roof cut away and put a notch in the back?

Elle est laide, bien sur—but even a 2 c.v. can be improved. Some wheel discs, a metal luggage locker, some new lamps, and if you are not quite ready for a *concours d'élégance*, you can at least drive down to Antibes with an easy conscience.

You have been admiring the luggage space and the rear vision on the latest American cars? Then try a bay window and a built-on luggage locker for your Citroen Six.



PACKARD : Upper half of badge in gilt, shield with helmet in silver, gilt and deep red.

JAGUAR : Head of jaguar in silver on black ground.

STANDARD VANGUARD: Frosted gilt with two outer rings in silver. Badge in silver, black and red.

Contemporary Heraldry

FROM very early times the ornamental value of heraldic emblems has been realized. What escapes notice nine times out of ten is that the artistic value is so often dependent on some knowledge of heraldry.

When first men found that armour was an early form of life insurance they naturally wanted some means of identifying whosoever was inside the suits of steel, which were very much like each other. Otherwise awkward mistakes could occur all too easily. So first each man painted on his helmet some crude symbol peculiar to himself. When the idea became fashionable something had to be done lest a number of different warriors used the same symbol.

Consequently the heralds, who were not the trumpet-sounding menials generally depicted, took over the whole business as a going concern, evolved rules, and created what amounted to a patent in each design of arms. Having artistic ability and a nice taste in colour they evolved some really magnificent designs. Actual identity of the man was shown by the crest on his helmet, his family by the markings and colour of the coat worn over the armour. Since each design had to be different and the number of symbols was limited, colour was important. For instance, a red lion on a white field would mean one family, an exactly similar lion in gold on a red field would be another.

As the art progressed badges might be added to be used by the retainers of one particular potentate, much as the men of different regiments or corps are distinguished today. But when armour had to be discarded the heraldry was retained, although the heralds became careless. Some newly knighted individual might be given the impossible crest of a warship bombarding a fortress, which would seriously tax the ingenuity of anyone to wear. Coats became so complex that they could not be identified even at short distance.

Then cities, corporations and companies took a hand, using heraldry for badges and even for trade marks, occasionally with very odd results.

Nowadays there is quite an interesting offshoot of heraldry in the badges used for various cars. I am not saying that some of them would not excite their original owners to paroxysms of wrath, because to wear another man's coat without authority would have led to the residual estate of one party of one part being distributed to his heirs; but the results generally are good.

Vauxhalls were one of the first to adopt the crest, which belonged to the man who owned the manor on which the cars were built, and very well they did it, so that the emblem is there today. Rover have continued to use the end-on view of a Viking ship, though the original of that would have had anything but a customer attraction in its day. Standard were, at first, a little mixed as to what the flag called a standard looked like but reverted to safer ground by adopting the Roman army standard. Even the winged B of Bentleys is very near heraldry. Humber's snipe conforms with the rules, and yet an opportunity seems to have been missed with its sister car the Hawk.

Today the heraldric decoration of cars is

KAISER-FRAZER : Crest in silver, translucent crimson and royal blue on background of frosted silver. Outer frame chromium plated.

BUICK : Chromium plated with central design in red, blue and silver.

PONTIAC : Design in silver and black on translucent red ground.

HUDSON : Gilt with central figure in silver.

HUMBER HAWK: Pale gold and frosted silver shield on black ground.

ROVER 75: Black badge with narrow ring and crest in silver. Upper half of shield picked out in red.

CADILLAC: Complete badge outlined in silver. Small panels picked out in translucent red, frosted gilt and black, white and blue enamel.

MODERN AUTOMOBILE EXAMPLES ARE NOT UNWORTHY

more than ever obvious as the latest techniques in colour on metal makes the badges glow and glitter. The radiator having gone (taking with it the old badge), the hub caps, the nose of the car, the bumpers, and, latest of all, the centre of the steering wheel hub, all bear proudly the manufacturer's badge; and very well most of them look.

As in real heraldry the first simple badges have been followed by more intricate designs, so that it is not unusual to find a complete coat of arms. But the oddest thing about all this is the appearance of extremely elaborate shields of arms on cars made in the United States, for somehow it is difficult to associate heraldry with an ultra-democratic state. The little shield of arms with chequered bend which the Buick wears (presumably cars wear badges as ships wear flags) is good even if the surmounting helmet has got out of hand. Cadillac's many-quartered arms look well on the car that bears his name, but might be better if the symbols thereon were bolder and without the comic crest, which is a parody of the coronet it is intended to represent. Frontenac, too, I believe, has his arms on a car, and Packard have had some arms invented by someone who has a vague idea of heraldry.

Kaiser-Frazer, one of the latest cars to appear, wears a nicely contrived coat of arms quite well designed, with a good helmet—though the crest is overlarge—and the motto, *Je suis prêt* (I am ready). But a friend of mine had a bad shock when an American truck driver, noticing the motto, puzzled over it for a while and then said the words slowly and phonetically, and asked: "Whatever does that mean?" Oldsmobile's coat looks decidedly modern in the original design, which contains a winged spur, acorns as claim that from this firm the whole modern industry grew, and the lamp of knowledge for crest. But this became unrecognizable after the badge makers had done their work, as a comparison of the results will show. Incidentally, this happened to a British firm once, for its badge became so peculiar after being copied frequently by people who did not know what they were drawing that it resembled an insane dog mounted on a huge thighbone.

Even more curious things can happen, as when William C. Durant, founder of Chevrolet, had a bad night in an hotel and being unable to sleep studied the wallpaper, from which he got the idea of a badge. He sent for an artist, who duplicated that wallpaper pattern and then added the word "Chevrolet"; this is the actual badge today.

If the spirit of heraldry is to be appeased the badge should be kept of the same colour and on the same background, though it may be varied considerably otherwise. By the way, the symbols, or beasts, or whatever it is that appears on a coat of arms, have not necessarily a meaning, being usually selected by the wearer or by heralds because they cannot be confused with a coat or badge of anyone else. There are, of course, exceptions, while a pictorial pun was very fashionable at one time.

Anyway, one hopes that this new heraldry will grow and thrive for it is pleasant and notably livens up the austerity of these somewhat gruesome times. S. C. H. D.

AUSTIN: Translucent plastic surround. Central panel black with crest in a pale gold with the form panels on shield picked out in red.

OLDSMOBILE: Central shield in silver, red and orange upon black ground. Outer rings chromium plated.

HUMBER SNIPE: Outer ring deep grey. Central panel deep cream with deep maroon snipe.

BUICK ROADMASTER: Crest in silver, red and blue on black ground. Middle ring of frosted silver. Outer ring chromium plated.

NASH: Red and gold shield on cream ground.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Ignorance is Bliss

MY recent paragraph on the old Morris which I preferred not to borrow brought a letter from the service manager of a London garage which ought to make a few owners think. "I assure you," he says, "that 50 per cent of pre-war cars, and a disturbing percentage of post-war cars, brought to us for repair or service are definitely unroadworthy." He agrees that the drivers have subconsciously adapted their driving to the reduced mechanical efficiency of the car and are

"Can't be much wrong . . ."

unaware of its defects, and then he goes on to make his main point. "*They will not be told.*" His quotations of typical remarks are worth repeating verbatim: "Can't be much wrong, old boy; decoked and brakes adjusted only last May. Mileage? Oh, about 10,000. What? Brakes want relining and valves burned? Oh, I know you garage types. You're not catching me."

And this: "Don't think the battery is charging—the little red light stays on; must be a screw wants tightening. Dynamo burned out? Oh, no, can't be. I put oil in it every week."

The majority of owners, he says, know "sweet nothing" about cars and are convinced that (a) it is *infra dig* to enter a garage and ask for advice, or (b) if they are forced to they will be regarded as lambs for the slaughter. Now why, Scribe, he concludes, should we garage men be labelled rogues, liars and cheats because we condemn a car as unroadworthy? We are car doctors. Does the motorist query his own doctor when told that his giblets must be removed?

✦ ✦ ✦

Unfair

NATURALLY I rallied to the private owner's defence as far as I was able, pointing out high repair costs and work badly done. My correspondent came back fairly enough, admitting that there were black sheep in every family. But the majority, he insisted, are honest. "We have one common failing in that we are human, and, as humans, are not infallible. We make mistakes . . . but every station worth its salt carries out a genuine rectification free of charge."

He goes on to instance an unjustified complaint. A customer says: "Check over my electrical system and charge the battery, please." Now without stripping out the harness and dismantling every electrical unit on a car, a garage man cannot be sure that every item is 100 per cent. All he can do is to check the apparent efficiency of the units, and test circuits by instruments and so on. "If," says my correspondent, "two days (or weeks) later the c.v.c. folds up or a short-circuit becomes apparent, it is a case of 'the whole thing was completely overhauled last week; your sparks must be a mental defective. I'll never come here again.'"

✦ ✦ ✦

Types

FINALLY, he catalogues the neglectful types under three headings, which also indicate the reasons for the neglect of the car. They are as follows: the type to whom the car is transport for business purposes; to whom the ability to get from A to B daily, hourly, *ad lib* means *cash*. Their battle cry is, "I can't afford to have it off the road."

"Must have it by 11 o'clock."

The dear old lady or gent (or bright young female) to whom the car is a delightful adjunct to daily existence and a complete mystery. Firmly in their minds is the need for petrol, water, and even—on occasion—oil. Battle cry: "It can only be something very small; it was quite all right yesterday, and I *must* have it by 11 o'clock this morning."

The third is most deserving of sympathy—the type who runs a car on an income that simply does not allow for present-day costs. "Old cars," says my friend, "worn and weary. They break your heart, professionally and sentimentally. You've either got to bodge the thing up, or you must leave it because you know very well (and they tell you, poor souls) that they just cannot afford the major repairs necessary. And so it goes on. . . ."

A nice, understanding letter, and I am sure that the service station under my correspondent's care must be a good one. I don't know its name so please do not write to ask me.

✦ ✦ ✦

Backs to the Budget

THE Budget talk by Assistant Secretary Kelly, of the Standing Joint Committee, on the Home Service of the B.B.C., was nicely done and cogent. He pointed out that the dejected *private* motorist was almost mythical these days; for every gallon that he burned, two gallons went in commercial use, and that meant higher costs. In any case, half the private motorists' petrol went on essential use. He then built up, quietly and innocently, the case against the Government milking of the industry and the user of its products, and went on to the "rank injustice" of the tax on old cars. Finally he slipped in a statistical titbit:

"When you buy a gallon of petrol, your 3s 6½d divides up like this: 1s 8d is the cost of the petrol; the remaining 1s 10½d goes to the general revenue, and of this about 2½d is likely to be spent on the roads. And the roads are in a pretty poor state. Practically nothing has been done on them in the last twelve years beyond bare maintenance, while for every three vehicles on the road in 1939 there are now four. No wonder the surveyors are at their wits' end, and traffic delays are increasing. But what can you expect for 2½d?

Good for Mr. Kelly.

✦ ✦ ✦

On the Level

CHECKING oil level is a messy business and it takes time. We all do it, so how much easier it would be if more cars used the float system. For those unfamiliar with the device let me explain that from a vertical drilling in the side of the engine protrudes a

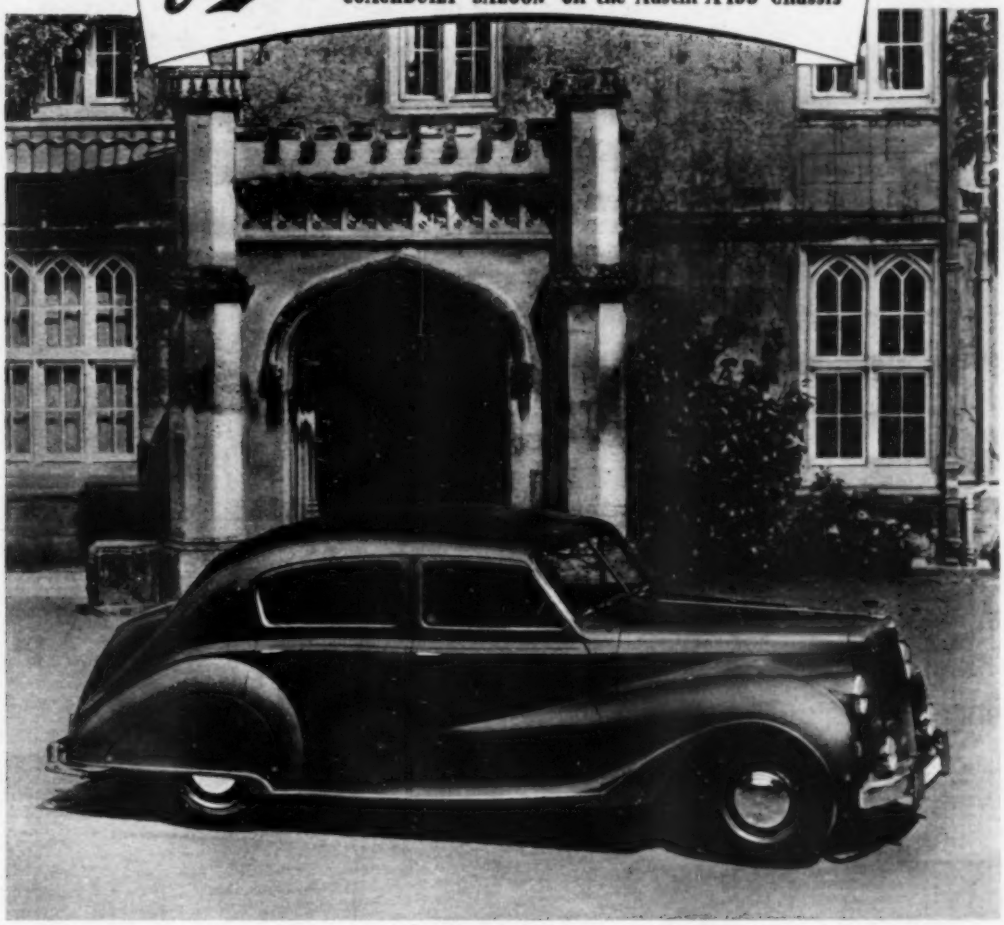
Messy business.

metal rod, the base of which is supported by a float on the oil in the sump.

On the engine block, behind the top of the rod, are the marks usually found on the dipstick. To check the oil level all you do is read off the marking behind the top of the rod—so much easier, quicker and cleaner than the wiping operation.

THE Vanden Plas PRINCESS II

COACHBUILT SALOON on the Austin 'A 135' Chassis



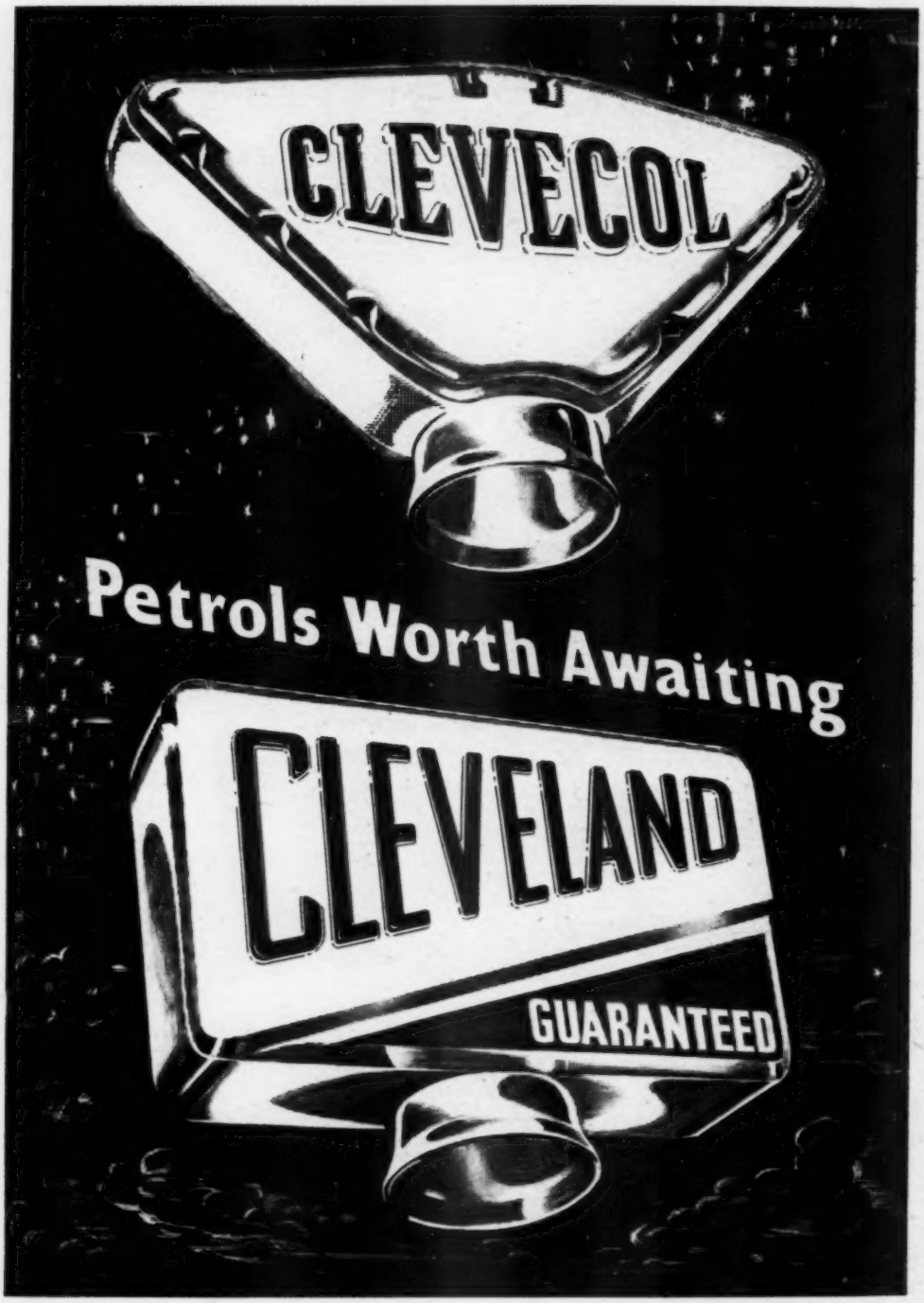
A Car of the Future

The "Princess II" remains basically the same as its predecessor but embodies an improved specification and several interesting new design features which will more than uphold the tradition for comfort, elegance and quality already established by the earlier model.

Austin A.135. Princess II Saloon. Price £1,625, plus £452 2s. 9d. Purchase Tax

Austin A.135. Princess II Touring Limousine. Price £1,750 plus £486 17s. 3d. Purchase Tax

VANDEN PLAS (ENGLAND) 1923 LIMITED, KINGSBURY WORKS, KINGSBURY, LONDON, N.W.9. Telephone: COLINDALE 6171-2.


CLEVECOL
Petrols Worth Awaiting
CLEVELAND
GUARANTEED

TUNING UP FOR INDIANAPOLIS

"MODS" SHOULD RAISE QUALIFYING SPEEDS

The two Wynn Friction-Proofing Specials, one of which will again be driven by last year's winner, Johnnie Parsons. (Centre) Frank Kurtis; (left) Harry Stephens, Kurtis-Kraft engineer; (right) Ed Walsh.

HIGHER speeds and new records are expected at the 35th annual 500-mile racing classic at Indianapolis on May 30. The racing fraternity predicts that qualifying speeds will be 131-132 m.p.h., and may reach 134 m.p.h. Some practice laps may be as fast as 140 m.p.h.

While there are few radical engineering developments, a new Firestone tyre on all cars will give 3 to 4 m.p.h. additional speed, according to company officials. The real contest should develop into a "Battle of the 270s"—the four-cylinder Meyer and Drake Offenhauser. The 270 cu in engine is installed in 47 of the 68 cars competing for qualifying positions.

This Offenhauser engine, which has powered the majority of Indianapolis cars for many years, has undergone several changes for this year's race. Improvements are designed to lengthen the engine life considerably, and engine operation is noticeably smoother than in previous designs. The crankcase has more material to the casting, to increase rigidity—and its weight by 7 lb. The bellhousing is now cast as part of the crankcase; this materially stiffens the rear section. The main bearing webs at the point where they contact the crankcase are wider by $\frac{1}{16}$in, which gives additional support and eliminates any tendency towards movement between these two parts. A $\frac{1}{4}$in diameter increase in the size of the main bearings and $\frac{1}{16}$in in the thickness of the crank webs give the engine, as a whole, additional strength.

These changes do not produce additional horsepower; all of the Offenhauser engines tested this year produced between 325 and 330 h.p. at 5,000 r.p.m., using methanol.

Fuel injection systems will again be used on many cars. The Hilborn-Travers unit is installed in at least half a dozen entries. A new front-drive car, built by Emil Diedt, of Los Angeles, has been entered as the Tuffanelli and Derrico Special. The car is said to be the first front-drive car entered at Indianapolis to have full front and rear torsion bar suspension. It is probably the lightest front-drive car to appear at the big loop, according to Diedt, who says that at 1,750 lb it weighs 300-350 lb less than previous front-drive entries. He used light metals in the chassis construction. The chassis is a riveted box section, 26in wide, of $\frac{1}{8}$in aluminium with aluminium cross members. The channels of the box section measure $1\frac{1}{2}$in × 5in. Overall length is $147\frac{1}{2}$in; wheelbase 102in; body width 36in; track 60in front, 58in rear. Cast magnesium disc wheels, with 18in tyres, give $4\frac{1}{2}$in clearance. Highest point of the body reaches 37in from the track.

A body feature of the car is a filled-out rear section instead of the customary tapered construction leading back from the driver's head-rest point. This makes for improved airflow and better accommodation of the 57-gal all-steel single fuel tank. The Offenhauser engine powers the car, and Leo Goossen, executive engineer of Meyer and Drake, designed the front-drive assembly.

Compactness and lightness are features of the new rear-drive Grant Piston Ring Special entered by J. C. Agajanian, of San Pedro, California, and built by Edward Kuzma of Inglewood. Weighing 1,600 lb, it will be one of the lightest cars in the race. Overall length is 12ft, with a 96in wheelbase. The track is 53in. Cast magnesium disc wheels are planned, and, if used, clearance will be 4in.

One Fuel Stop

The chassis, 25in wide, is a tubular framing of chrome-molybdenum steel, with single tubing each side. The car has a conventional front axle with transverse springs and torsion bar rear suspension. Kuzma hopes, before race time, to have a new Conze rear axle. There is one 40-gal steel tank in the tail and one 20-gal aluminium tank under the seat. With straight alcohol instead of a blend, only one refuelling stop is scheduled. The Offenhauser engine supplies the power.

Two new rear-drive cars built by Gordon Schroeder of Burbank, California, use straight side rails in conjunction with lightweight castings for attaching cross members and suspension units. These cars are owned by the Brown Motor company of Indiana, and Blakely and McDaniel of Arizona. The cars have a 100in wheelbase and 58in track. Total weight is about 1,700 lb.

Frame members are of channel section Dural, riveted to form a $1\frac{1}{2}$in × 5in box, with the outer channel thickness 0.114in and the inner 0.091in. The front and seat cross members and all of the side castings are heat-treated magnesium, while the engine plates and rear cross member are $\frac{1}{8}$in Dural. The result is a light but rigid frame. All of the castings are held in place by bolts passing through both halves of the castings and the frame rails. Each bolt also passes through a magnesium spacer located within the rail.

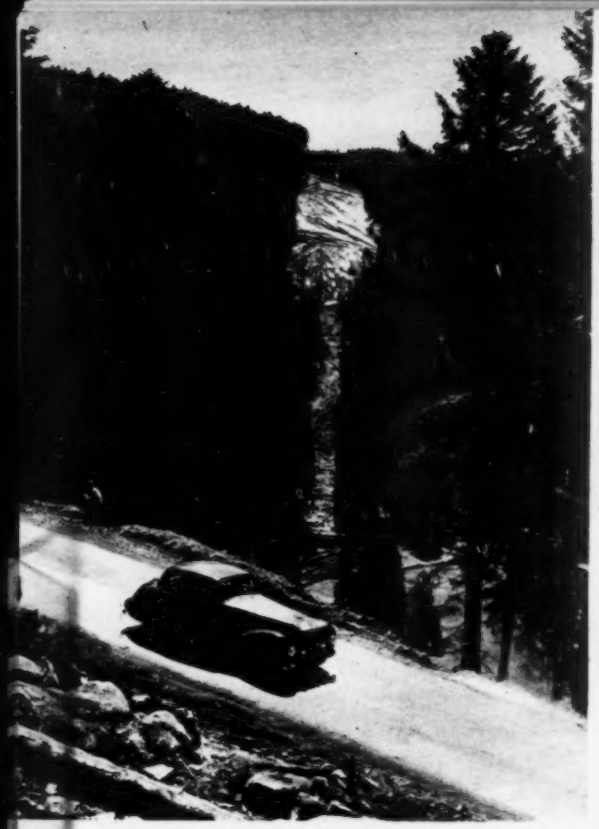
Front suspension on these cars is unique in that the upper wishbone is cast, while most cars use a fabricated and milled part. This arm is splined directly to the front torsion bar, which also acts as the inboard mounting. Both cars use Goodyear brakes developed for aircraft use. Again, the Offenhauser engine will power both cars; Hilborn-Travers fuel injectors are also installed. Two steel tanks with a total capacity of 65 gallons are mounted behind the driver.

Two Blue Crown Spark Plug Specials designed and built by Lou Moore are entered this year. Moore sold the four-cylinder rear-drive cars last summer. The one entered by Lindsey Hopkins, Jr., of Miami, Florida, was placed sixth in the 1950 race. Henry Banks will drive the car this year. Charles Marant, of Trenton, N.J., entered the other Blue Crown Spark Plug Special. George Connor is to drive the car, in which he was placed third in 1949 and eighth in 1950.

The two Novis, owned by the Winfield Engineering Co of California, are entered this year as the Novi Purelube Specials. Both are front-drive cars with eight-cylinder V-type 181 cu in supercharged engines. Bud Winfield, designer and builder, was killed in a traffic accident last year. Jean Marcenac is carrying out Winfield's ideas for a complete rebuilding of the engines with new cylinder blocks. Marcenac has changed the plug location from the centre of the cylinders to an angle position in order to allow more space between the plugs and the valve seats. The bore has been increased $\frac{1}{16}$in, and the stroke shortened from 2.937 to 2.840in.

Despite their tremendous power, accidents and mechanical trouble have dogged the Novis to such an extent that they have never finished better than third in any Indianapolis race.

Kurtis-Kraft built two new cars of its 3000 series for this year's race. Last year's winner, Johnnie Parsons, will drive the Ed Walsh entry, the Wynn Friction Proofing Special, built by Kurtis-Kraft.



The Route of the Fifteen Mountains took the competitors through beautiful scenery on a hot sunny day; here is J. Watson's Allard saloon negotiating the Col de Grosse Pierre, with a small patch of snow visible on the far side of the valley.

Tulips and Tribulation

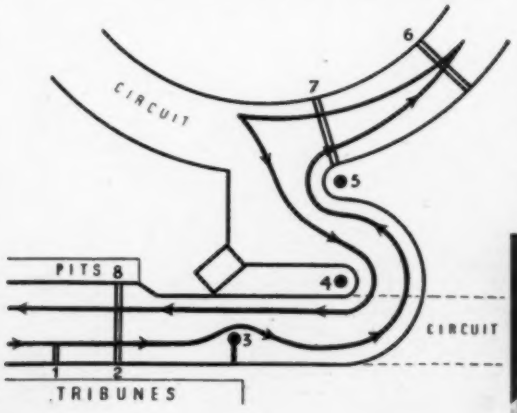
ENTHUSIASM AND SKILFUL ROUTE PLANNING HAVE MADE THE NEDERLANDSCHE TULPEN-RALLYE AN OUTSTANDING EVENT

IN the earlier and more spacious days of motoring, when the automobile rally was first conceived, it was sufficient to assemble a number of cars and dispatch them from one spot to another some way away, preferably by a hilly route, and impose some sort of a time limit on their arrival. Organizers could be fairly certain that the majority of the entrants would experience trouble *en route*, in varying degrees of severity, and the trying business of determining the winner would be more or less automatically settled thereby.

Not so today. The modern car has reached such a pitch of reliability and performance that it is becoming increasingly difficult to make it lose marks during the road section of a rally, and apart from events such as the Monte Carlo during a bad winter, when the weather conditions play a large part in the matter, rallies are forced to rely to an increasing extent on eliminating tests at the finish to sort out the sheep from the goats and arrive at a definite conclusion. This is, of course, a pity; the main object of any rally is the road section, and it is thereon that the event should be won and lost, so far as is possible.

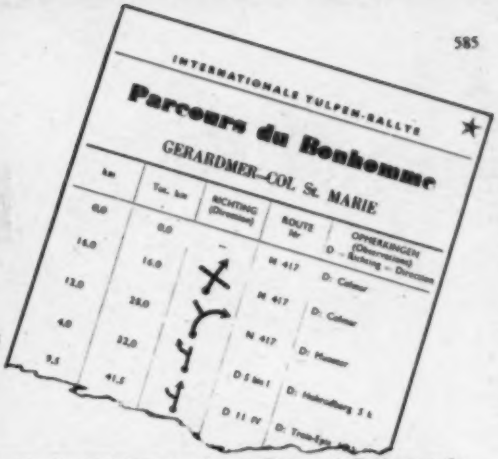
With this requirement in mind, the organizers of the Tulip Rally—the R.A.C.-West of Holland—remodelled their event this year to such good purpose that only 23 per cent of the starters completed the road section without loss of marks, in spite of the fact that the weather almost throughout was perfect. Included in the road section, which in all was nearly 2,000 miles long, were four special sections, over the most difficult and mountainous country that could be found; as Holland is rather deficient in terrain of this nature, three of the sections were situated in France and the other in Luxembourg. Over these parts of the route competitors were required to average a higher speed than the standard 50 k.p.h. (31 m.p.h.) of the remainder, and each class of car had its own set speed, rising with the increase in engine size.

Moreover, the cars were arbitrarily divided into two categories, A and B; the former included all standard production touring cars of which at least 25 had been made and sold, and which were not modified except in specified minor particulars. Category B included modified touring cars and all sports cars; the classification was at the discretion of the committee, and was in general done on power-weight ratio, although exceptions were made in some cases where



Left: A self-explanatory plan of the special test after the finish of the rally; cars started from a standstill at line 1, crossing the timing beam at 2, rounding pylons 3, 4 and 5, stopping front-wheels-over line 6, reversing back all-wheels-over line 7 and returning to a flying finish over line 2. Valuable fractions of a second could be gained by the placing of the car during the reversing manoeuvre.

The crews of many cars were forced to spend such spare time as they could accumulate before controls in doing repairs and adjustments. P. Bakkum's Delahaye is shown (below) undergoing treatment at Luxembourg during the night.



For the special stages such as the Parcours du Bonhomme, the route of which is outlined on the left, competitors were given a detailed route card, a section of which is illustrated above; this showed the distance between landmarks, the cumulative distance, the shape of the road junction or corner, and the road number and signpost to look for.

common sense demanded them. Cars in this latter category were required to average speeds eight per cent higher over the special sections than those of the touring cars.

Neither the precise route nor the required average speed for each of the stages was made known to competitors beforehand; at the start of the section they were handed a route card with which to find their way, and the roads were also marked with paper arrows stamped with tulips. These, however, were not easily visible, especially on those two special stages which were covered at night, and those competitors who attempted to rely on them to the exclusion of the route card frequently found themselves in trouble.

The first section, traversed at night through the Auvergne mountains, started and finished at Clermont-Ferrand, was 72 miles long and was known as the Circuit of the Puy-de-Dôme. The second and third, in daylight, were the Route of the Fifteen Mountains and the Parcours du Bonhomme in the Vosges range, the former nearly 90 miles long between Cernay and Gérardmer, the latter 70 miles long extending from Gérardmer to the top of the Col de Sainte-Marie. The last special stage, once more by night, was the famous Route of a Thousand Corners, through the Ardennes between Luxembourg and Clervaux, again 90 miles long. Of these, the most difficult were the second and the last; the former because of the indifferent road surfaces, the heat of the day and the numbers of corners, the latter because it was done at night, the roads were only moderate and there were even more corners.

Overtaking Difficulty

These sections had to be taken fairly fast if the time schedules were to be observed; on the whole, the relative speeds for the different sizes and types of car were excellently planned, although perhaps the large sports cars were rather hardly dealt with because of the added difficulty of passing slower cars on the winding roads. Still, the rally was won by a car of this type, so the thing was obviously possible. The enthusiasm of residents along the route was taken for granted, and was very necessary, as some of those people living in the smaller villages along the night sections can have got very little sleep indeed; in places little groups of spectators appeared to stay up all night quite cheerfully to watch the cars go through.

All this weeded out the competitors in great style, and, in fact, only 70 of the 270-odd starters reached Noordwijk without losing marks. To deal with these remaining clean sheets there had, of course, to be an eliminating test; the club had decided to hold one test only, on the permanent circuit at Zandvoort, and to make it as fair as possible to all the different types of car. How well they succeeded can be judged from the fact that Wharton's Ford Pilot saloon made the fastest time (unfortunately spoiled by an error of judgment in not fully crossing a line), with two XK120 Jaguars, a TD M.G., and a Volkswagen all well in the running. The start and finish were across a line opposite the grandstand, and the thousandth-of-a-second timing apparatus (supplied by the Philips firm, who gave the rally every possible support) incorporated a clearly visible row of electric light bulbs numbered off in seconds and lighting up in turn, so that the spectators could literally see the time that each competitor was taking all through the manœuvre.

Accuracy of placing the car counted for a lot in this test, and many drivers of fast-accelerating cars threw away their chances of success by not appreciating this point. Also, as ever, it was amazing how long it took some people to engage reverse gear in a hurry (three-speed gear boxes possessed an obvious advantage here), while some did not get it at all, and found themselves going forward when the clutch was let in again. Wharton was tremendous in this test, as he always is; he took exactly the right line, to give him the shortest distance to be covered, and by severe braking at the last possible moment was able to lock the rear wheels *and engage reverse gear* while the car was still sliding forward over the line. Unhappily, of course, he misjudged it by just those few inches, the car stopping at a slight angle to the line with the right-side front wheel over, but not the left.

All in all, a very good rally indeed, and a lesson in organization to many far older-established events and clubs. The Tulip Rally is now three years old; if it carries on as it has begun there is no limit to what it might achieve.

J. A. C.

The grounds of the Huis ter Duin hotel at Noordwijk, the finishing point, were already being decorated with flowers set in sand to form designs and messages in readiness for the Bloemenfeest, or Flower Festival, at the weekend following the rally.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

A GARDEN IN KENT

Brattles Grange, Brenchley, near Tunbridge Wells, is one of the private gardens which are open to the public in aid of Queen Mary's District Nursing Fund. A small stream runs through the garden between banks of heather and shrubs, and together with formal flower beds makes a wonderful sight for a spring or summer visit.

CORRESPONDENCE

ROADS

An Important Place in Rearmament

[63369.]—I was glad to read The Scribe's note on "Edges" (April 27). We are in the midst of a rearmament drive, in which our roads will be very important. To pay for it, road transport is being milked by double purchase tax on new cars and heavy taxation on old ones and on petrol. But the roads are deteriorating all the time, and the authorities do no more than nibble at the problem. The longer they are left to decay, the higher will be the eventual cost of restoring them; and in the meantime necessary new roads are not being built.

This is not a contribution to the road *v.* rail controversy. The railway tracks, too, are in urgent need of repair, and journeys by rail take longer than they did fifty years ago. If these matters are not taken in hand at once, as soon as any exceptional strain is put on it the whole transport system of the country will break down. W. W. MACLELLAN.

Barton-on-Sea, Hampshire.

INTERNATIONAL TROPHY

Injustice?

[63370.]—Many sporting motorists were dismayed and disgusted at the unfair decision of the stewards to declare the race results when it was officially cancelled. Surely there was a recent precedent in the Cambridge and Oxford boat race for similar reasons of bad weather when the race was recontested.

In view of the fact that Fangio and Farina broke the lap record, the injustice is more glaring. If, henceforth, the Alfa team refuses to compete here, they should not be blamed.

London, W.10. C. PINTO.

["Results" were only implied by the presentation of trophies. Officially, there is "no result."—ED.]

STARTING HANDLES

A Possibility That Might Occur

[63371.]—I couldn't agree more with your correspondents [63321] and [63322], who express regret that certain manufacturers should have seen fit to omit the starting handle. I also would never in any circumstances own a car to which one could not be fitted. I will go further and say that the handle should be permanently attached, as was the usual practice in vintage days.

There is yet another strong case for the handle which must appeal to those readers who really respect their cars and desire to get the very best out of them. I believe that most engines tend to stop in one position of the crankshaft when switched off, probably owing to the fact that compression is hardly ever equal in all cylinders, although some other "high spot" might be the determining factor in certain cases. It follows that when starting up, the starter pinion will constantly engage with the flywheel ring at about the same place on its circumference. The result is that after a few years you are very likely to find that the teeth on the ring are quite badly worn over a distance of two or three inches, but that they show no appreciable wear anywhere else.

This is annoying; it means additional noise and, in course of time, could even mean a new ring. To equalize the wear as much as possible I always give the handle at least one or two pulls over compression before starting from cold. Any number of pulls except three, or a multiple of three, is O.K. in my case because the engine is a six. This practice is, of course, highly commendable anyway since it must save the battery and the starter mechanism quite a lot, for I imagine that the first pull must always be harder than any subsequent pulls, especially in cold weather. JOHN H. AHERN.

London, W.1.

FRENCH COOKING

What Price the English Chipped Potato?

[63372.]—Answering Mr. Arthur H. Andrews [63335], I have spent my last four summer holidays in France and, all being well, am going again this year. I always look forward to the food. I frequently have indigestion in England but find that it leaves me after a few days of French food. If one wants to sample "fatty, fried" cooking one has only to eat English chipped potatoes which, more often than not, are soggy and dripping in fat. The French equivalent "pommes frits" is very different; cooked mostly in olive oil, the potatoes are served crisp and free from fat.

In France I lose weight and I attribute this to eating much more meat and far fewer potatoes and bread, which we have to eat in this country to make up for the lack of meat.

Over Hulton, Lancashire. G. N. BOOTH.

So Many Visitors Can't be Wrong

[63373.]—I wish to refer you to Mr. Arthur H. Andrews' letter on French cooking [63335]. To begin with, why should the French be blamed for the "gluttonous crawl" in which foreigners indulge when visiting this country? Eating and drinking are a special art to most of the French and they know that good taste in all types of art lies in moderation.

That is why you will seldom meet a Frenchman zigzagging dangerously across the sidewalks in French city streets.

As to the number of people who "finish off their meals with dyspepsia tablets," that is plain exaggeration. Really, few French people indulge in that practice, probably because pleasant food is easily digestible!

Finally, if it were true that French cooking is so overrated as Mr. Andrews thinks it is, then why would so many people keep coming in from abroad every year to enjoy it? Our scenery alone would not be sufficient to attract them. J. GIRAUD.

Marseilles, France.

A Little Gallic Sarcasm for Spice

[63374.]—I would like to reply to letter [63335]. Last year we had about three million tourists who seemed to enjoy our cooking. Your correspondent's stomach is probably out of order; perhaps our drinks did not suit him? Unfortunately, as I do not know anybody here who ever finished off one meal with dyspepsia tablets, I am utterly unable to indicate for him the best brand for his next tour.

We know that those northern French roads are bad; but

From a painting by MILES CHANCE

Spring blossom and blue skies . . . the open road and a car to give wings to your fancy. A car that is swift and responsive, a thing of beauty and refinement built by craftsmen in the British tradition . . . a car you will be proud to own and share; one of the good things of life that endures . . .

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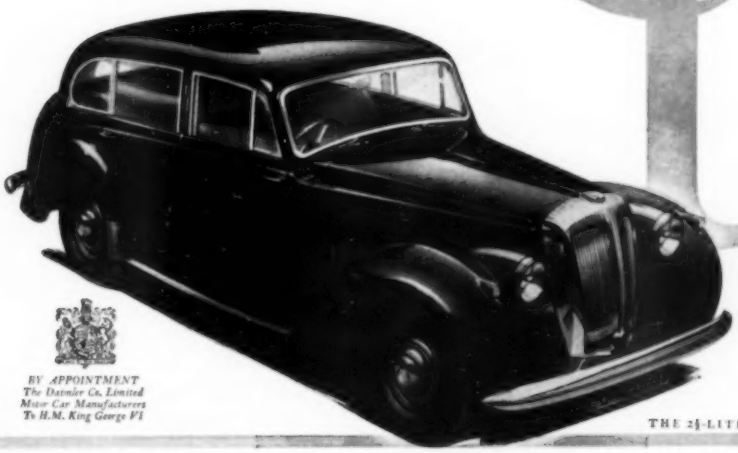

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CORRESPONDENCE . . . . . continued

could Mr. A. H. Andrews remember that this part of France suffered much from two wars? If he saw dogs with bells on their collars I think they were shepherd's dogs. Mr. Andrews looked about too much for tablets and did not look out for birds; yesterday, one mile from Paris, I spotted a sparrow-hawk, and blackbirds in quantities.

Contrary to Mr. Andrews, may I congratulate you on your articles about France, which are as eagerly read as any other part of your excellent journal. F. L. ARBEY.

Paris.

RACING PROGRAMME

B.R.D.C. Alive to Needs

[63375.]—I completely agree with the views expressed by Mr. W. R. Croysdill [63338] regarding the desirability these days of longer races in this country and more events suitable for the non-standard sports car or special. There are many very fast machines which, although derived from sports cars of the past, have been converted into something very closely resembling the true racing car. The British Racing Drivers Club has not been blind to the need and it will be observed that this year the British Empire Trophy is for sports cars, the Manx Cup admits the near-racing car of 1,100 c.c. supercharged and up to 2½ litres unsupercharged, and the Castletown Trophy is for any capacity of any type of car not catered for in the foregoing. Both the Manx and Castletown races are for 70 miles. D. J. SCANNELL,

London, W.1. Secretary, B.R.D.C.

PREMATURE DEMISE

Six-year-old on Early Origins

[63376.]—For many years I have found your journal full of instructional, and entertaining, reading. This morning, however, I enjoyed an additional laugh, which at first appeared to be a tragedy. My son, age six, anxiously awaits the Friday morning post in order to open and look at his *Autocar*. Today, as he looked at the cover page, the smile disappeared from his face and he cried out, "Look, Dad, *The Autocar* have found-dead 1,895. That's a lot of people, isn't it?"

I quickly explained he had read the "Founded" wrongly, to which he replied, "Well, of course, I ought to know that *The Autocar* would not make a mistake."

Trusting that you are all very much alive at Dorset House!

Rudgwick, Sussex. H. E. CULLERN.

APIARISTS' CORNER

The Species Apis Glassbenderiana

[63377.]—I think the answer to Roger North's problem about the bee hitting the windscreen of a moving car [63333] is that the glass of the windscreen is bent slightly on impact. Thus a small portion of glass, not the whole car, becomes stationary for an instant.

Plymouth, Devon. R. R. WALLER.

[No wonder the wiper fails to get them off.—ED.]

THE BUDGET

Where is the Motorists' Party?

[63378.]—When Mr. R. A. Guthrie [63305] can tell me of a party which will tax everybody to pay for the roads, instead of the burden being on the local ratepayer, so that it will not be necessary for 10 per cent of the electorate who are car owners to pay £250,000,000 (which should be for the roads but perhaps gets applied to monkey-nut schemes and education which does not supply plain common sense), then I will give my vote to it.

Attleborough, Norfolk. COUNTRY YOKEL.

SCREENS

Slope the Cause of Trouble?

[63379.]—Referring to your leading article regarding muddy windscreens (March 16), may I suggest that slope of screen has more to do with this nuisance than the slope of bonnet?

Ever since I purchased a new car, with a sloping screen, I have been exasperated with this ridiculous pandering to so-called streamlining or what have you. The straight screen pushes a lump of air ahead of it, as I think any wind tunnel experiment will show, or has shown. This greatly protects the glass from dust and dirt and also prevents the great distortion of light rays causing complete cessation of vision on occasions.

I have many times had to stop and clean the screen before proceeding owing to dust and refraction shutting off the road in the face of the setting sun (and not too setting at that).

Slight rain tends to remain on the screen instead of rolling down decently, and the result is mud. Head lights and sun refract, hence the need for vizors and other aids.

The sloping screen is just an aid to accidents.

Johannesburg, S.A. R. A. MACDONALD.

FOUR DOORS

German Style That Might be Followed

[63380.]—I was very interested to see in your reports of the German motor show that Mercedes-Benz make their coachwork in two styles, saloon and convertible, "both with four doors."

The four-door all-weather body has become practically extinct here. The "foursome drophead" has two wide, heavy, inconvenient doors (usually hinged dangerously, at the back); the back seat passengers have cramped leg-room, and, when the hood is up, no sideways vision at all.

I sincerely hope some of our manufacturers will take a leaf out of the Mercedes book. W. STUART BEST.

Dorchester.

INSURANCE

All Offices Not Affected by Rise

[63381.]—I have read with interest your correspondent's remarks [63301] regarding the 12½ per cent increase in tariff motor premiums on June 1. Quite naturally, your correspondent resents this additional charge, but it would appear that he should endeavour to secure better terms than he has at present, and possibly he can do this by approaching an insurance broker. I would remind your correspondent that it is only the tariff offices who have indicated an increase in rates. Whilst it is true that many of the non-tariff offices will follow suit, I know of at least one non-tariff office which will not increase its rates.

He appears to be under a complete misapprehension regarding the application of the "knock-for-knock" agreement, and I can say that in 20 years' experience in dealing with claims, I have never known such an agreement to prejudice the rights of any individual. I would like to add that if "knock-for-knock" and other agreements did not exist, your client's premium would be at least 100 per cent higher than it is, and his criticism of these agreements is, in my view, unjustified.

The increase mentioned above would, of course, be necessary owing to the numerous legal actions which would ensue.

Watford, Hertfordshire. R. A. RUSHTON, A.C.I.I.

CYCLISTS

Programme for Two-wheeled Taxation

[63382.]—Your correspondent [63294] astounds me, to say the least. Surely any comfort and protection from the weather the motorist enjoys are paid for by him when he purchases his vehicle, incidentally paying a handsome amount of purchase tax or 25s per year per h.p. And to this the tax on petrol and, against it, asks for what?

Roads today are far from good and thus far from safe. This safety factor is reduced by cyclists—none of whom has the capability test. All cyclists should have a driving test—and most definitely should pay a tax—at least 10s per year.

Please note that I am a professional driver—and pay 5s per year for my licence—this to answer in advance the old cry of the cyclist "not being able to afford." Who can, these days?

Perhaps with a test and a tax for cyclists we might be assured of some sort of release from that "heart in mouth" feeling when approaching:—

(1) Wobblers, particularly up hills; (2) Children of tender years; (3) Cycling stuntsters and exhibitionists; (4) "Five-a-breasters" in streets like those of Watford or York.

May I say that I have no complaint against the majority of cyclists—and may I say, too, that I feel sure that the majority of cyclists would not too strenuously object to a tax of little over 2d a week? L. TAYLOR.

Leeds.

FIRST EDINBURGH RALLY

NEW EVENT SUPERSEDES THE TRADITIONAL M.C.C. TRIAL

TIME: H-hour—early evening. Place: Buxton, Bristol and London. Motor cycles, combinations and cars starting, less the many which didn't appear on the first Edinburgh Rally organized by the Motor Cycling Club for M.C.C. members only. The date: Friday, May 11. All these competitors were inspired by the tradition developed through 35 of the famous Edinburgh Trials. But nowadays the membership demands something less rigorous than the famous "tough guy" hills of the past, and, with the growing popularity of the rally type of event, the door has been shut on that motoring classic which failed to find favour with some owners of "production cars only."

Whit Friday and Saturday activities suggested that the latest system might well be the opening of a new Glorious Era. A little matter called weather had something to do with this impression, its complement being choice of route. Weather *par excellence*, bright sunshine without overpowering warmth: route through the Lake District and Scotland . . .

Even the start was held in the dry. Buxton, Bristol and London echoed to exhausts of Jaguars, Dellows, an extraordinarily resonant Sunbeam-Talbot 90, and a horde of sports and saloon cars—and, in pre-arranged order, they were off! Off to maintain set average speeds through the night and on until the following evening. All of them making for Warwick, where forces were joined for the march on Harrogate. First away was J. W. Fleetwood in a Ford Anglia. An Anglia, that is, with a Ford Ten engine, two carburettors, i.f.s., stabilizer rods and . . . "well, this is just a wee bit special, old man!" No. 2 was Mrs. Fleetwood in a Prefect, with another Prefect bringing up a team rearguard.

Easy, of course, all this night swanning—unless you hit fog. Fine night that it was, fog did rear its shroud and several competitors lost marks by the time Warwick was overtaken, and more still by breakfast time at Harrogate. Here, some competitors were disastrously unlucky. Those steady men who had followed the crooked but broad A1 were well received at the Harrogate control; but many of those who had kept fingers crossed on a "better" way missed the control signs and are regretting it to this day. Several unfortunate Harrogate residents woke up to them chasing round the town looking for the control.

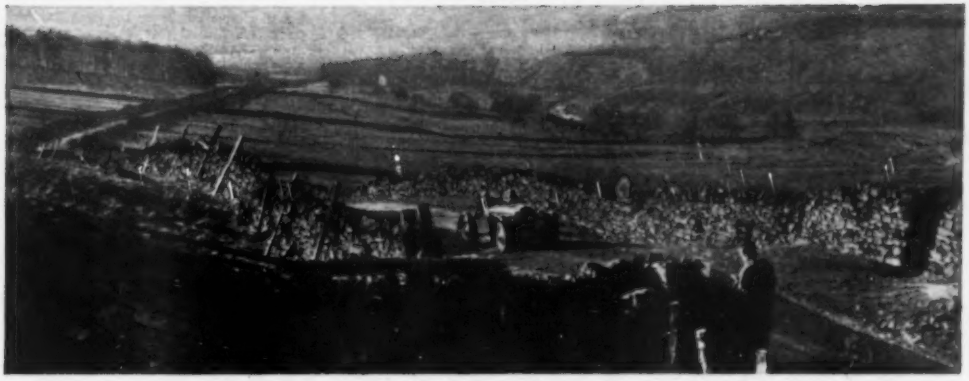
Dawn Advance

Away from the Spa at 5 a.m. plus a bit. Terrible thought? Not a bit. Morning mists were lifting as if Organizer Masters had arranged it all. Soon there was that brand of early morning sunshine which makes just *all* the difference. Through Blubberhouses, scene of part of the Yorkshire S.C.C.'s 4-44 events, then right and on, on to Oughtershaw Side. The Yorkshire moors in this light were looking like something out of a pictorial poem. For those seeing the moors for the first time it must have been one of those never-forgotten experiences. But this *was* a rally. At Oughtershaw competitors were required to forget their idylls and proceed for half a mile up a switchback hill at a set average speed in the 27 m.p.h. neighbourhood. Some were hot stuff, others paved the way to stardom for the rally slickers. Two synchronized and very lush-looking watches kept control while C. J. McCann, Morgan 4-4, demonstrated how easy it was to go much too slowly. The vintage 3-litre Bentley of P. J. Morgan went up in lively style, in line with efforts like D. Gregory's with a Triumph 1800 Roadster.

Sightseeing continued in the now really heartening sunshine, and after innumerable switchbacks—a bit of a nightmare these to those with defective dampers—the stop and restart test was reached at Buttertubs. A simple affair, conforming with only basic rally requirements, in contrast to previous Edinburgh Trials. Up to a line, stop, and restart without rolling back. Even popular comedians could hardly say "black mark, Bentley" to this. But by this time tired crews were revived by the weather and scenery. Here tests took second place to views which were right out of the normal ken. Farther on, at West Stonesdale, drivers had to maintain the same averages as at the first test, and the speedy types regretted their virtuosity. This hill was quite something. Several very sharp hairpin bends started the proceedings and, on the second bend, many morning adventurers discovered that the best plan was to change gear in advance on occasions. One car after another came to a brief standstill changing down after the second hairpin. A. J. Tatham handled his long cream and black Mk. VI Bentley sports saloon well up the tricky, narrow hairpins.

The whole rally was marked by good organization at each section and the only hold ups were those done deliberately when cars got in advance of their set schedule. Farther along this moorland road, weaving through the hills in the general direction of Penrith, came Tan Hill. Again, drivers were required to carry out the test at set average speeds. Here was a stretch of down and up road divided into two parts. The whole was taken at a steady speed but competitors had to try to make identical times over both halves. Most of the cars were typical production models like M.G.s and family saloons, but interest was added by the occasional car reminiscent of pre-

A stop and restart at Buttertubs, on the Yorkshire moors: A. G. Wills in action with his Dellow.



C. J. McCann puts his Morgan 4-4 through the first test at Oughtershaw—too slowly.

vious Edinburghs. The brilliant yellow supercharged Dellow of B. H. Dees tackled Tan Hill with some suggestion of feeling indignant at having to compete in such a "simple" test—but its colour and trim added to the gaiety. Boer-Roberts' Ford Anglia (really an Eight, this one) thought well of the test and other family models felt that at least they gave no advantage to more potent rivals.

This was all very well, but Edinburgh had to be reached by tea time and Carlisle for lunch; meanwhile everyone was contentedly swanning round the moors. Also on the programme was a trip round the Lake District. From Tan Hill, therefore, the field pushed on towards Buttermere, striking a civilized road at Brough. Penrith was the first place of any size since Harrogate and here competitors left-turned for Keswick and the lakes. Suddenly there were mountains all round and Derwentwater appeared by the right-side wheels. Immediately the pace lost its zip. Most cars had plenty of time in hand, and the lakes bathing in sunshine demanded attention even from motorists engaged on a rally. Seatoller and the famous Honister Pass came next. The Pass littered with just warnings to engage low gears, get off and walk, and so on; but no sensible warnings that one might have to get out and push!

Up and over, down past shimmering Buttermere to the next test. A simple enough matter of rolling, engines off, and stopping between two lines. "We would have been spot on really, if it hadn't been for the rubber other cars had left on the road."

Back to Keswick, again taken fairly leisurely, and on to the road for Bothel and Carlisle for the lunch stop. Many competitors were queueing up a few yards from the time check so that they would not be ahead of their schedules. After lunch, some more motoring, soon passing a little sign marked "Scotland." In this paradise of sunshine and spring greenery many must have wished that this was, in fact, the land of their ain folk. The particularly clean-looking sheep and their hundreds of wee white offspring littered the fields and the roads, but no one could fail to forgive them. The peace of this road to Penicuik and Edinburgh was almost too much for some of the drivers who had, after all, covered 260-odd miles since Harrogate, which, in turn, had been reached after an all-night drive. But no one went over the kerbs, and, finally, Edinburgh was reached—and the last test.

Again a simple affair. Spectators, surprisingly, were few; and the police directed competitors and normal traffic with efficiency. One by one the rallyists had to go up the hill and stop with front wheels over a line. Three seconds were then allowed for each car to get its rear wheels clear of the line. This was aimed, of course, at the hot rods with high bottom gear ratios, although no one seemed to be in trouble.

Results next week: Comment—very nice indeed, thank you.

ON TO THE HIGHLANDS

SEVERAL competitors, finishing the M.C.C. Edinburgh Rally last Saturday evening, had a short rest in Edinburgh and then made tracks for the R.S.A.C.'s four-day Scottish Rally, starting from Glasgow on Whit-Monday morning. At Blythswood Square, home of the club, 76 cars assembled in vivid morning sunshine. Directions were issued for the Great Western Road, and Loch Lomond via Loch Long. En route, competitors were directed by R.S.A.C. scouts and, when they forked right, away from Loch Long, it seemed to the uninitiated that Rest and Be Thankful had already been reached.

The narrow track went hairpinning up the mountainside and across the hills to the bonny banks of Lomond. From here the orthodox R. and B.T. route was taken so that, by mid-morning, a long line of cars was at the foot of the hill, shining in all kinds of colour schemes in the warm sun.

The tests were twofold. First, a timed climb; second, a timed restart round the last hairpin with hot engines switched off to commence. As expected, the XK120 Jaguars made some exciting climbs, and few cars had any trouble restarting for the second test. The blue Riley driven by Mrs. K. Hague produced some laughs by refusing to stop when switched off but, with one last loud bang, it ultimately gave in. Mrs. Hague showed herself an extremely polished performer and her test time was the first in her class, tieing for second place in the general classification for the first day.

When the Jaguars came up in the class for open cars over 2,200 c.c., A. McGlashan put up f.t.d. to date with a climb of 1 min 7.8 sec, ultimately reduced to 1 min 1.4 sec by L. Wood, who led everyone on the first day. Haddow's XK made another good climb in 1 min 3.4 sec and then returned 11.6 sec in the second test, to put him second in the class.

Another meritorious performance was by M. H. Lawson, with a closed Allard, who made a climb in 1 min 10.2 sec and completed the second test in 1 min 11.3 sec, to take first in his class and equal second in the rally. Then, on to the highlands and Grantown-on-Spey.

PROVISIONAL RESULTS: First day. General Classification.—1, Jaguar (L. Wood), 40 marks gained; 2, Allard (M. H. Lawson), 39; Riley (Mrs. K. Hague), 39

Class results: Open cars up to 1,300 c.c.—1, Bentley (D. R. Thornley), 36; M.G. (T. B. Page), 36; 3, M.G. (P. G. Johnson), 34. **Closed Cars up to 1,300 c.c.**—1, M.G. (A. Pownall), 35; 2, Wolseley (E. W. Pursdum), 29; 3, M.G. (D. A. Wilkins), 26. **Open Cars up to 2,200 c.c.**—1, Riley (Mrs. K. Hague), 39; 2, H.R.G. (W. K. Stewart), 36; 3, H.R.G. (W. Shepperd), 34. **Closed Cars up to 2,200 c.c.**—1, Bristol (W. K. Elliot), 35; 2, Rover (H. S. Gibbon), 31; 3, Austin (G. Valentine), 29. **Open Cars over 2,200 c.c.**—1, Jaguar (L. Wood), 40; 2, Jaguar (A. McGlashan), 36; 3, Jaguar (D. Haddow), 37. **Closed Cars over 2,200 c.c.**—1, Allard (M. H. Lawson), 39; 2, Ferrari (R. K. N. Clarkson), 38; 3, Healey (R. G. Playford), 37.

Premier award of the Scottish Rally—"The Autocar" Trophy.

HALF-PINT HOPS

CARS ANCIENT AND MODERN AT BRANDS HATCH

IF you have been used to seeing motor racing on converted airfields since its revival after the war, a trip to Brands Hatch—a proper circuit—will provide a pleasant contrast, and leave a feeling that before long another visit must be paid. Situated close to A20, Brands has no traffic problem of the kind associated with some race meetings. The minimum of traffic control, clears (or fills) the ground in good time. Once inside, having paid your money, you are allowed to take your choice and park at any of the many vantage points around the circuit and, although it is doubtful if the complete track is visible from anywhere except the "Bolster box," almost all of it can be seen from any point.

The international meeting last Saturday really *did* have the holiday atmosphere; in warm sunshine, spectators and cars could be seen all over the slopes. The five-hour programme consisted of two races, run in heats of ten laps with fifteen-lap and forty-lap finals. In heat one Ecclestone was in the lead right from the start but A. Brown, driving very well, was hard on his heels by lap three, with Parker in third place. This was the order of the first three cars for the rest of the heat. In lap four an interesting thing happened (subject to official confirmation). H. Schell, from America, driving a Cooper-J.A.P., was credited with breaking the lap record—at 69.23 m.p.h., yet he was in fifth place in lap three, lap four, and for the rest of the race!

In heat two Brake, driving a Cooper-Norton, was well in the lead, which he held throughout the heat, maintaining a hundred-yard advantage over Frost in a radio-controlled J.B.S.-Norton, who drove well but did not seem to have quite enough speed to close on Brake. Street held third place until lap nine, when A. J. D. Brown passed him in a Kieft. Grose made a determined effort to get into fourth place, and would have made it by the eleventh lap.

From Four Countries

The international flavour of the afternoon was demonstrated to the full in heat three, with entries from England, France, Italy and Sweden. On the front row of the grid were Westcott, Daniell, Taruffi in a Cooper-Norton and Pepperson in an Effyh. F. Liagre, driving the Panhard-based D.B., was in the back row. From a close start Westcott took the lead, with Taruffi in second place, and by lap two the positions were Westcott, Taruffi and Daniell—who unfortunately blew up his Emeryson in the third lap. Beardshaw was now in third place but he very quickly overtook Taruffi. In lap six S. Lewis-Evans passed Taruffi and was all set for third place, but unfortunately he left the road when entering Paddock Bend and filled his intakes with the freshly ploughed earth. Meanwhile the D.B. just toured round.

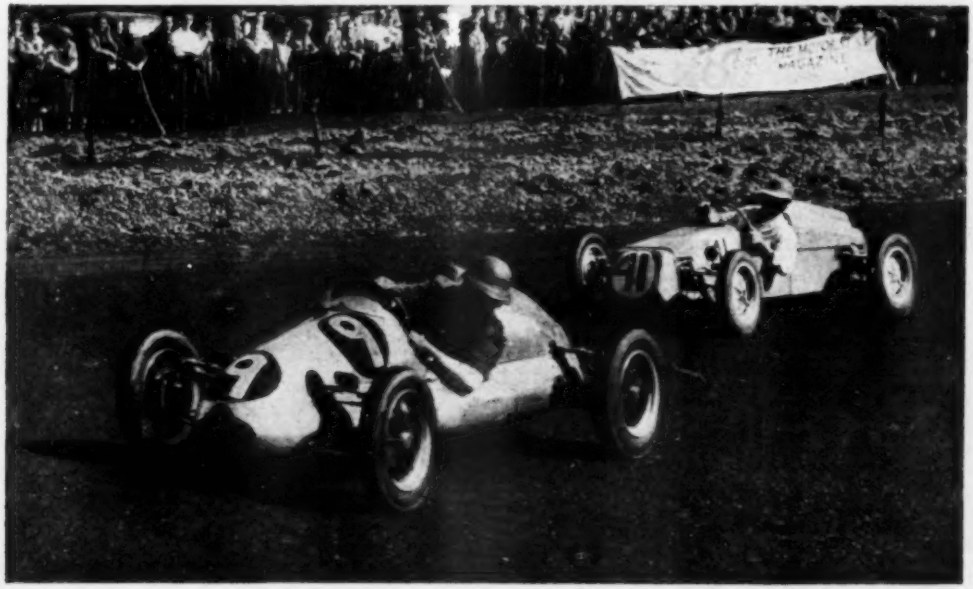
Heat one of *The Daily Telegraph* International Trophy Race was just a procession of the first four cars which remained, in the hands of Ecclestone, Parker, Emery and Daniell, with H. Schell doing battle with Lowe for fifth place. A similar sort of thing happened in heat two; Brandon held an ever-increasing lead and finished a quarter of a lap in front of Brake.

A little more excitement was provided by heat three; Dryden led for the first lap but was passed in lap two by A. Brown, who remained the heat leader. Pugh had a bad start and was well behind the rest of the field; Brown lapped him in lap three and Dryden did likewise the next time round. Dryden's luck was out, for between Clearways and the start of Paddock Bend his car left the road, traversed the arable section and finished up with a bent stub shaft. This put Westcott in second position. The Taruffi-Swedish battle for fourth place resulted in a triumph for the Cooper, although it did seem that the ace of the two levers was not quite at home with a wheel. The last heat was yet another instance of the lap one leader, Gray, winning the race. Loens took second place while Braid and Frost fought it out for the third position.

Ecclestone, first lap leader, did not win the final of race one, and by the sixth lap he was out of the race altogether and Brandon was in the lead with Brake in second place. As the race progressed Brandon's lead increased to two hundred yards over Gray, now in second place.

Meanwhile there was much activity outside the track where a collection of "motor carriages and powerful racers" built before 1915 had assembled in readiness for a demonstration run. From a Le Mans-type start the cars were handicapped on distance, which varied between three and six laps. This was all very confusing, at least for the drivers, but good fun all the same. There was, however, one casualty; John Bolster, in a hurry to start his Rolls-Royce, ran across the track but failed to stop when he reached the car,

Powell-Richards in a Kieft about to pass Headland's Cooper in the middle of the second heat in race two.



CASTROL WINS
BRANDS HATCH
"DAILY TELEGRAPH"
INTERNATIONAL TROPHY RACE
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(COOPER J.A.P.)
at 65.43 m.p.h.
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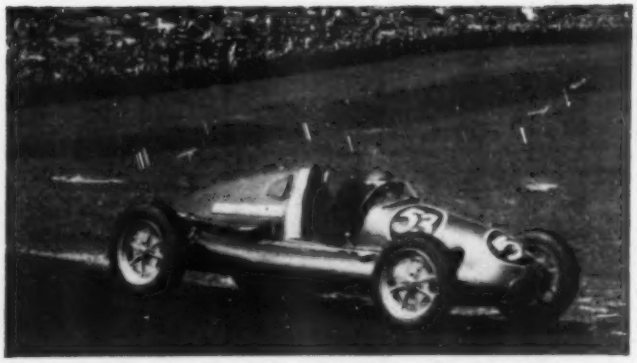
——— continued ———

landed underneath it and grazed his leg—it didn't prevent him from starting. A. E. Crips' Wolseley was first car home, followed by the Darracq driven by L. Lewis-Evans. Dr. Ewen's Itala passed almost everything several times, and presented a beautiful spectacle of speed as it came out of Clearways corner, having averaged 49.18 m.p.h. for six laps.

The forty-lap final for race two was long enough to allow things to happen. In what seems to be Brands style, Gray led in lap one and held that position for the rest of the race. Frost and Powell-Richards both stalled on the line, but the Kieft was eventually restarted and pressed on, only to be towed back to the paddock during lap thirty with fuel running out of it. By the sixth lap, positions had stabilized a little with A. Brown followed by Brandon, Loens being in fourth place. They remained this way until the tenth time round when Loens went up to third place. These positions remained until the twenty-ninth lap, when Loens shed a wheel and stub-axle on his way into Paddock Bend (very close to the spot where Lewis-Evans left the road previously), shot off the track and right through the "unclimbable fence," all without hurting himself very much.

Westcott was now in fourth place but dropped out after a lap in this position and the honours went to Emery. The start of the thirty-sixth lap then saw A. Brown closing up on Gray, with Brandon in third place followed by Emery. Brandon's Cooper-Norton blew up and put him out of the race. This left Daniell in fourth place at the end. Lots of excitement, but no blood, which is, of course, how it should be.

The point about a race being won on the starting line seems to apply more to Brands Hatch than most places—one wonders why?



Outboard driver: B. C. Ecclestone working hard against centrifugal force in the middle of Clearways, during the first heat of race two.

PROVISIONAL RESULTS

Open Challenge Race.—Heats 10 laps. Final 15 laps. **Heat 1:** 1, Cooper-J.A.P. (B. C. Ecclestone), 66.50 m.p.h.; 2, Cooper-Norton (A. Brown); 3, J.B.S.-J.A.P. (D. Parker); 4, Emeryson-Norton (P. Emery). **Heat 2:** 1, Cooper-Norton (D. N. Brake), 65.08 m.p.h.; 2, J.B.S.-Norton (R. W. A. Frost); 3, Kieft-J.A.P. (A. J. D. Brown); 4, C.R.M.-J.A.P. (C. A. Street). **Heat 3:** 1, J.B.S.-Norton (J. P. Westcott), 65.69 m.p.h.; 2, Cooper-J.A.P. (A. M. Beardshaw); 3, Cooper-Norton (P. Taruffi); 4, Cooper-J.A.P. (G. H. Symonds). **Heat 4:** 1, Cooper-Norton (E. Brandon), 65.57 m.p.h.; 2, Cooper-J.A.P. (D. H. R. Gray); 3, Cooper-Norton (P. K. Braid); 4, Effyh-J.A.P. (K. Ericsson).

Final: 1, Brandon, 66.09 m.p.h.; 2, Gray; 3, Brake; 4, Braid.

Daily Telegraph International Trophy Race. Heats 10 laps. Final 40 laps.

Heat 1: Cooper-J.A.P. (B. C. Ecclestone), 66.03 m.p.h.; 2, J.B.S.-J.A.P. (D. Parker); 3, Emeryson-Norton (P. Emery); 4, Emeryson-Norton (H. L. Daniell). **Heat 2:** 1, Cooper-Norton (E. Brandon), 65.93 m.p.h.; 2, Cooper-Norton (D. N. Brake); 3, Kieft-J.A.P. (D. Powell-Richards); 4, Cooper-Norton (C. D. Headland). **Heat 3:** 1, Cooper-Norton (A. Brown), 66.23 m.p.h.; 2, J.B.S.-Norton (J. P. Westcott); 3, Cooper-J.A.P. (A. C. Nippon); 4, Cooper-Norton (P. Taruffi). **Heat 4:** 1, Cooper-J.A.P. (D. H. P. Gray) 64.95 m.p.h.; 2, J.B.S.-Norton (A. Loens); 3, J.B.S.-Norton (R. W. A. Frost); 4, Cooper-Norton (P. K. Braid).

Final: 1, Cooper-J.A.P. (D. H. R. Gray), 65.43 m.p.h.; 2, Cooper-Norton (A. Brown); 3, Emeryson-Norton (P. Emery); 4, Emeryson-Norton (H. L. Daniell).

Airfield Races: Good Sport at Gamston

GOOD organization and first-class motor racing weather, a record crowd and well over one hundred entries all combined to make the Sheffield and Hallamshire's Whit-Monday meeting outstanding.

The programme opened with a five-lap race for sports cars up to 750 c.c., including the 750 c.c. formula cars, and the spectators, estimated to number 25,000, were much entertained by the antics of the front suspension of a Dyna-Panhard, driven with considerable verve by E. B. Wadsworth. The five-lap race for sports cars up to 1,100 c.c. was dominated by the *marque* Riley—these cars filling the first three places.

Brilliant sunshine was the order of the day, and as the formula 3 cars lined up on the grid anticipatory murmurs could be heard from the spectators. They were not disappointed. As usual, Coopers dominated the entry list, and they scored a 1, 2, 3 victory. A. B. Rogers established a useful lead in the first lap as a result of a magnificent start, and held it to the end. Behind the leader a terrific scrap for second and third places was taking place, and incidents on Portland Hairpin were very frequent.

The unlimited event for sports cars had attracted an enormous entry, and the organizers wisely decided to split-run it in three heats. Heat 1 was dominated by G. Tyrer's F.N.-B.M.W.—the car winning by a quarter of a lap. R. F. Peacock's 2-litre Frazer Nash was well handled to win the next heat, although closely pressed by two XK120 Jaguars. The third heat was a Jaguar procession—1, 2, 3.

The final of this event was run after an interval of fifteen minutes. Good placings for the start were drawn forward, and none of the heat winners was on the front line. The crowd were treated to an exhibition of real racing, and at the end of two laps the respective heat winners were running 1, 2 and 3. With a useful lead, G. Tyrer spun on Portland Hairpin and stalled his engine, also damaging the gear box. This incident allowed R. F. Peacock to take the lead, which he held to the finish.

Inter-club

A five-lap challenge race between the promoting club and the Nottingham Sports Car Club was won by the latter—points being awarded on the basis of twelve for the winner and a descending scale to the twelfth car finishing, which scored one. The winner was H. Howarth, driving an XK120 Jaguar, with similar cars taking second, third and fourth places.

The second half-litre event of the afternoon was again an all-Cooper affair, but was undoubtedly a real race, 50 yards covering the first three finishers.

The main event of the afternoon—a twenty-lap dice for racing cars over 500 c.c. for the *Sheffield Telegraph* Trophy, was rather disappointing. The 1,100 c.c. Cooper of C. A. Booker quickly established a lead of some 200 yards. Miles Martin (E.R.A.) and Richardson (R.R.A.) kept close company for seven laps. On the eighth lap Booker's engine cut out and Richardson did some grass-cutting at Portland Hairpin. This widened the gap between the leaders, which then remained constant for the rest of the race. One by one the field thinned out, and G. S. Shillito (Riley), who had driven a steady race for sixth position, came into third place. There were only three finishers.

PROVISIONAL RESULTS

Sports Cars, up to 750 c.c., 5 laps: 1, M.G. 746 (R. N. Pannell), 58.52 m.p.h.; 2, Austin 747 (C. O. Robinson); 3, Dyna Panhard 750 (E. B. Wadsworth). **Up to 1,100 c.c., 5 laps:** 1, Riley 1,089 (J. M. Hawthorne), 71.34 m.p.h.; 2, Riley 1,087 (J. R. Stokes); 3, Riley 1,089 (L. Gibbs). **Up to 1,500 c.c., 5 laps:** 1, M.G. 1,250 (T. K. Shipside), 75.7 m.p.h.; 2, Riley 1,089 (J. M. Hawthorne); 3, H.R.G. 1,458 (G. A. Ruddock). **Up to 2,000 c.c., 5 laps:** 1, Frazer-Nash-B.M.W. 1,996 (G. Tyrer), 80.85 m.p.h.; 2, Frazer-Nash 1,971 (R. F. Peacock); 3, H.R.G. 1,496 (G. A. Ruddock). **Up to 3,000 c.c., 5 laps:** 1, B.M.W. 1,996 (G. Tyrer), 76.33 m.p.h.; 2, Healey 2,443 (A. J. Stokes); 3, Healey 2,445 (E. B. Wadsworth). **Unlimited, 5 laps:** 1, Frazer Nash 1,971 (R. F. Peacock), 80.59 m.p.h.; 2, Jaguar 3,442 (H. Howarth); 3, Jaguar 3,442 (E. W. Holt). **Challenge Race, unlimited, 5 laps:** 1, Nottingham S.C.C., 20 points; 2, Sheffield and Hallamshire M.C., 36 points.

Racing Cars, 500 c.c., 6 laps: 1, Cooper (A. B. Rogers), 75.52 m.p.h.; 2, Cooper (H. L. Williams); 3, Cooper (W. Webb). **500 c.c., 5 laps:** 1, Cooper (W. Webb) 76.56 m.p.h.; 2, Cooper (A. M. Beardshaw); 3, Cooper (H. L. Williams). **Gamston Challenge Race for Sheffield Telegraph Trophy, over 500 c.c. racing cars, 20 laps:** 1, E.R.A. 1,496 c (Miles Martin), 84.53 m.p.h.; 2, R.R.A. 1,488 c (G. N. Richardson); 3, Riley 1,088 (G. S. Shillito). **Handicap for M.G. cars, unlimited, 5 laps:** 1, M.G. 2,500 (K. Flint), 69.67 m.p.h.; 2, M.G. 1,250 (J. R. Brown); 3, M.G. 746 (R. N. Pannell).

Parnell receiving the Festival of Britain Trophy from the Duchess of Richmond and Gordon at Goodwood, while the donor (the Hon. Denis Berry) looks proudly on.

THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

WELL, the Whit week-end's sport seems to have passed off extremely well, and for once the Clerk of the Weather was persuaded to take a reasonable view of the proceedings and hold his fire. Stirling Moss certainly had a good week-end; what with finishing third behind the Ferraris of Ascari and Villoresi in the H.W.M. at Monza, and then making a mad dash back across the Continent to win the Goodwood race at the wheel of a new and untried 500, his cup (and sideboard!) must be fairly full at present. The Monza effort was quite an epic, of which more later; Stirling sat in the slipstream of Villoresi's much faster car for over 100 miles, coming up beside him on the corners and tucking in behind on the straights—this added well over ten m.p.h. to the maximum speed of the H.W.M.

All the other events also went well; Brands Hatch on Saturday was excellent, in brilliant weather, and Gamston on Monday also came well up to expectations; it says a great deal for the healthy state of the sport that there were enough cars and drivers to go round at all the meetings, without any noticeable shortages.

THE only thing that marred the Whitsun holiday, in fact, was the news that F. R. G. Spikins had been fatally injured in an accident during the Grand Prix des Frontieres, at Chimay in Belgium, at the wheel of his new Le Mans Replica Frazer Nash. Bob Spikins, a great enthusiast, was best known for his many successes in sprint events with the two Spikins Specials, the one based on a 4-litre Hudson, the other on a Singer Bantam, before the recent war. With these cars he put up many fast runs at Lewes, Brighton, Shelsley Walsh and also at Brooklands; since the war he had done little competition work, although he was always present at meetings as the sponsor of the Cromard Special. Fifty-one years old, chairman of the Laystall Engineering concern among numerous other interests, he was still as enthusiastic about motor sport as ever, and had only just acquired the Frazer Nash, driving it in a race for the first time at Silverstone the previous week-end. To his family I extend my deepest sympathy and regrets; Bob was so much a part of the competition world that his absence will be keenly felt.

His accident occurred as he was overtaking the Cromard Special and a Veritas on a corner; the Veritas also crashed, and the two cars were then joined by three more, making a very nasty pile-up indeed. The race was won by Johnnie Claes at the wheel of a Simca, which is some reward for all his stout efforts in recent months; Bill Aston, in his 1,100 c.c. Cooper-J.A.P., had very bad luck when his engine seized three kilometres from the finish of the first heat, when he was almost a minute ahead of any other competitor.

ONE last echo of Silverstone; the stewards of the meeting, acting on a point raised by Graham Whitehead, have investigated the order in which the cars were placed at the time when the race was abandoned. As a result, this order has now been modified by the decision that Whitehead and Fangio were at that moment level in third place; actually the timekeepers' records showed them to have the same time, but no one could say with certainty which had his nose in front, which is not surprising in the prevailing conditions. Incidentally, the rumour that Alfas had protested against the stewards' decision is entirely without foundation; they realized the difficulties of the occasion.

Desmond Scannell has asked me to thank on his behalf, and to pay a well-deserved tribute to, all the officials of the meeting, who stuck so manfully to their posts through thick and clear.

THE first Prescott meeting of the year takes place tomorrow, Saturday, May 19, instead of the more usual Sunday. There is a good entry, including Sydney Allard with his new and hush-hush four-wheel-drive sprint car, Archie Butterworth with the A.J.B., Stubberfield and his faithful "two-three," Michael Christie at the wheel of the Vauxhall-Villiers, and a covey of Coopers, apart from the sports cars. There is also a special Bugatti handicap class, with a very comprehensive selection of Ettore's machinery.

Also tomorrow is the Vintage S.C.C. Silverstone meeting, which has as one of its highlights the Seaman Trophy race for historic and vintage racing cars. This is always a pleasant occasion—even when, as last year, it rains—but don't forget that admission is by ticket only. These tickets are available without charge to members of the organizing and the invited clubs.

REGULATIONS are now out also for the Alpine Rally, July 12-20. This will again be divided into six stages: Marseilles-Milan, Milan-Cortina d'Ampezzo, the Circuit of the Dolomites, Cortina d'Ampezzo-Innsbruck, Innsbruck-Chamonix and Chamonix-Cannes. Special average speeds will be called for on the *autostrada* from Turin to Sesto San Giovanni and on the Circuit of the Dolomites, and there will be four supplementary tests during the course of the rally. These will comprise: a regularity

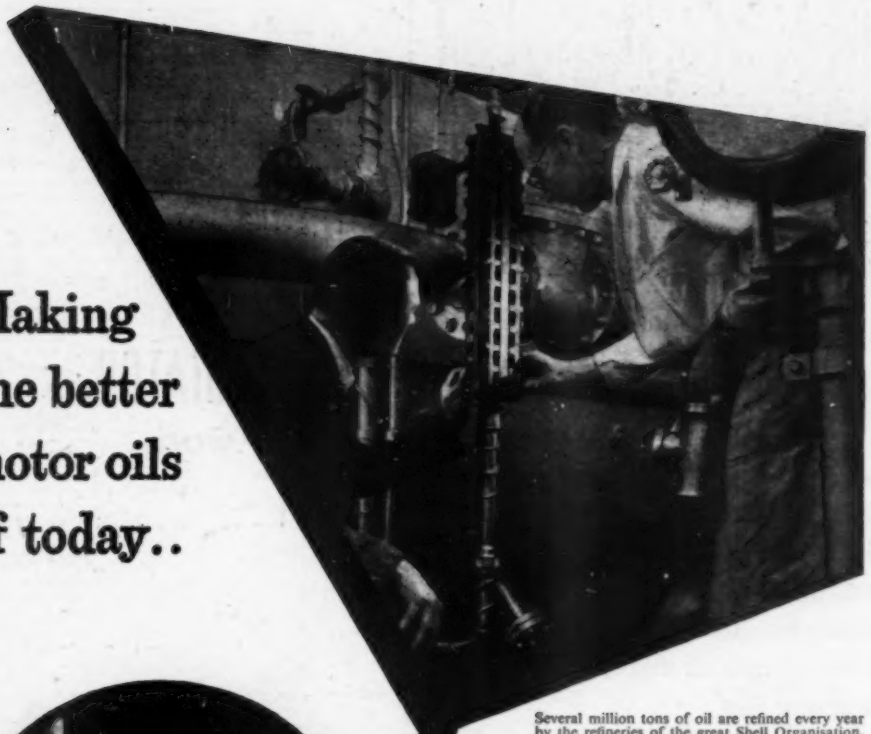
THE MAN AT THE WHEEL

E. J. Moor

For many years now the name of Jack Moor has been one of the best-known features of the Shelsley Walsh programme, and no meeting there was complete without one of the yellow and black striped Wasp cars for which he has been responsible. Almost all the earlier Wasps used V-twin engines, comprising Norton cylinders on home-constructed bottom ends. With these, Jack achieved the unenviable reputation of being the unluckiest competitor at every meeting; everything happened to Jack, from having one complete barrel blow off the engine during a Shelsley run to losing the entire Wasp and tow-bar from behind his Hispano on the way to the hill from his Newcastle home—with irreparable results to both Wasp and a telegraph pole.

More recently, Jack has entered the 500 c.c. racing field with a Norton engine in a chassis which is partly late, but still more Moor. This machine has done something to dispel the Wasp hoodoo of unreliability, although a big

victory is yet to come. Now just past the fifty mark, Jack Moor manufactures printing ink for a living and races purely for the fun of it. He now lives at Tamworth-in-Arden, in Warwickshire, surrounded by Wasps, including the miniature 147 c.c. version conducted with great verve by 12-year-old Nicholas Moor, who has every intention of following in his father's wheel tracks.



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THE SPORT . . . . . continued

test on Mont Ventoux, an acceleration test on the Monza autodrome, and hill climbing tests on the Col du Falzarego and the Stelvio. Then, of course, there will be the usual there-and-back, stop and reverse, test at Cannes, after the finish of the road sections. Entries close (at single fees) on June 3; enquiries to the Automobile Club de Marseille et Provence, 27, cours Pierre-Puget, Marseilles, France.

THE resourceful committee of the Hants and Berks M.C. has now bent its energies towards the formation of a suitable definition for a 1,172 formula, to do the same for the Ford Ten-engined cars as the 750 formula does for those with Austin Seven power units. This definition calls for cars to be fully road-equipped, and not less than 33 inches wide in cockpit; the engines must be based on Ford Eight or Ten components, unsupercharged, with not more than two carburettors, and with side valves. Total weight must not exceed 8 cwt.

COMING SHORTLY

MAY 18.—Alvis 12-50 Register. Noggin and natter, Punch Bowl Hotel, Warwick.
19.—**Bugatti O.C. Hill-climb, Prescott.**
19.—Vintage S.C.C. Silverstone race meeting; first race 12.15 p.m.
19-20.—Harrow C.C. Rally and Concours d'Elégance, Frinton and Walton-on-Naze, starting Boreham Airfield, near Chelmsford, 11 a.m.
20.—**Grand Prix of Paris, France.**
20.—**Columbus Grand Prix, Italy.**
20.—**Francorchamps race, Belgium.**
20.—North Staffs M.C. Speed hill-climb, Prescott.
20.—Aberdeen and D.M.C. Race meeting, Crimond Aerodrome; first race, 1 p.m.
20.—Cemian M.C. Club night, Buffet Bar, Lotus Restaurant, Norris Street, London, W.1., 9 p.m.
20.—Veteran C.C. Shuttleworth Memorial Trophy Rally and Speed Trials, Old Warden Park, Biggleswade.
20.—Cambridge 50 M.C. May Rally, starting Leys School, Trumpington Road, Cambridge, 9.30 a.m.
20.—Leicestershire C.C. Social run, starting from Lee Street Car Park, Leicester, 2.30 p.m.
20.—Cornwall Vintage C.C. Rally and driving tests, Davidstow Aerodrome, near Camelford, North Cornwall, 2 p.m.
20.—Cemian M.C. Spring Rally, starting Clock House, Ripley, Surrey, 10 a.m.
20.—Hants and Berks M.C. Driving test meeting, California in England, near Wokingham, Berkshire, 1 p.m.
20.—Fiat 500 Club. Concours d'Elégance, Queen's Gate, Kensington Gardens, London, S.W.7, 2 p.m.
23.—Manx A.C. Race meeting, Isle of Man.
23.—Newry and D.M.C. Hill-climb, Spelga Pass.
24.—**Turin Cup Race, Italy.**
25-27.—**Lancashire A.C. Morecambe National Rally, starting Birmingham, Bristol, Glasgow, Leeds, London, Manchester, Whalley.**
25-26.—Welsh Counties C.C. Festival of Britain Rally, starting Carmarthen, Hereford and Barry.
26.—West Essex C.C. Race meeting for racing and sports cars, Boreham Airfield, Chelmsford, 1 p.m.
26.—Maidstone and Mid-Kent M.C. Race meeting, Silverstone; first race 2 p.m.
27.—**Grand Prix of Switzerland, Berne.**
27.—**Liège race, Belgium.**
27.—**Prague race, Czechoslovakia.**
27.—Southsea M.C. Social run, starting top of Portsdown Hill, Hampshire, 2.30 p.m.
27.—**West Sussex Drivers M.C. "Scrounge Around," starting Findon Green (near Greypoint Hotel), 2.30 p.m.**
27.—Midlands Motoring Enthusiasts' Club. "Rallye Impecuniosa," starting Talbot Hotel, Hartlebury, 10.15 a.m.
30.—**Indianapolis 500 Miles Race, U.S.A.**

The Eight Clubs, to signal their acknowledgment of this new formula, are including a race for 1,172 formula cars in their Silverstone meeting scheduled for Saturday, June 2. Regulations are now out for this event, in which the programme will include a One Hour High Speed Trial and various scratch and handicap races; the list is open until May 19 to members of the Hants and Berks M.C., the Lancia M.C., Harrow C.C., Cemian M.C., Chiltern C.C., 750 Club, Lagonda C.C. and A.C.O.C. All enquiries and entries to Barclay Inglis, 57, Albert Court, London, S.W.7.

REGULATIONS are now out for the Winfield race meeting, scheduled for July 21 and organized jointly by the Berwick and District M.C., the Lothian C.C. and the Hawick and Border C. and M.C. There will be a 100-mile race for formula 1 cars (with a trophy and £300 as the first prize), a 50-mile race for formula 2 cars, another for formula 3, and two 30-mile sports car races. This has all the makings of an excellent meeting, in a part of the country ill-served in this way until recently. All enquiries to the secretary of the organizing committee, W. A. Martin, Norwood, Kelso; entries close June 25.

THAT bright body of bods, the Seven-Fifty Club, is proposing to stage a six-hour race at Silverstone on August 25, which should be immense fun. Either single cars or teams may be entered, and the event will be run on a handicap basis, with the Austin Seven teams in limit position, by means of credit laps. Final details have not yet been settled, but anyone interested in either entering or marshalling should write to J. M. Burn, 228, Fleet Road, Fleet, Hampshire, and get in on the ground floor.

AUTOCHEQUES, Ltd. are organizing a rally in conjunction with the Société des Chemins de Fer et Hotels de Montagne, under the patronage of the Touring Clubs of France and Belgium. Starting from London, competitors finish at Font Romeu in the Pyrenees; the run itself is non-competitive, but there will be a regularity test near Font Romeu and a *concours d'élégance* at Vichy. The trip will extend from July 13-22; all enquiries to Autocheques, Ltd., 221, Regent Street, London, W.1.

ANY Morgan owner interested in the possible formation of a "4—4 Club," with a view to the organization of, and participation in, sporting events, is asked to write to D. Whetton, Rykneld Way, Littleover, Derby, who is anxious to investigate the possible response to such a club.

J. A. C.

CLUB NEWS

North Staffs M.C. The Derbyshire point-to-point navigation trial was nothing if not original. Starting on Sunday, April 29, from the Mainwaring Arms, Whitmore, competitors—to their dismay—were given the location of the first control as a map reference in longitude and latitude. In spite of hail, snow and many errors in navigation, all the crews arrived at the Peveril of the Peak Hotel for an excellent tea. Then each driver was shown a photograph of a post office in the small village of Calton, Derbyshire, with an instruction to collect

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1948 'Silver Wraith' **Rolls Royce** enc. drive limousine by Park Ward, 14,000 miles, black, grey leather.

1936 Phantom III **Rolls Royce** H. J. Mulliner sports saloon, black/grey leather.

1948 Mark VI **Bentley** fitted with semi-razor-edged saloon by Freestone & Webb, black/brown leather, 34,000 miles.

1949 Mark VI **Bentley** special D/H foursome coupe with P/O head by Abbotts of Farnham, 19,500 miles, mistletoe green.

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1949 **Sunbeam-Talbot 80**, black, fitted heater, Ace discs, loose covers, etc. £1,225
1948 **Jaguar** 3½ saloon, H.M.V. radio, 21,000 miles £1,350
1948 **Austin** 16 saloon, extremely well maintained.
1948 **Armstrong Siddeley** Lancaster saloon, 18,000 miles £1,225
1947 **Riley** 1½ saloon, 11,000 miles, faultless condition £1,225
1946 **Armstrong Siddeley** Hurricane coupe, excellent original condition £895
1946 **Armstrong Siddeley** Lancaster saloon, in exceptional condition £1,050
1946 **Riley** 1½ saloon, a very sound example £1,050
1939 **Jaguar** 100 sports two-seater £695
1938 **Bentley** 4½ L.S. series Park Ward R/E saloon, recent £600 overhaul by makers (now being repainted).
1934 **Alvis** speed 20 Vanden Plas sports tourer, recent complete overhaul.

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CLUB NEWS . . . . . continued

information regarding the name of the manufacturer of the post box; this information had to be handed to a marshal standing by a signpost, the latter to be recognized from a photograph. The marshal then showed him another photograph—of the next signpost—and so on, until the finish at the Mainwaring Arms, which was attained by some after finding their last clues in semi-darkness. **Results:** 1, 1939 Singer Ten saloon (J. S. Marshall), 1 mark lost; 2, TC M.G. (M. J. Harris), 4; 3, 1939 2½-litre Riley (A. C. Powner), 8.

Southern Jowett C.C. Also on April 29, competitors at Balls Cross, near Petworth, were busy and finding out that the driving tests were not nearly so easy in practice as they appeared to be in theory. R. C. C. Palmer, in his 1930 Black Prince, achieved first place in a test of reversing around a circle hemmed in with tubs. A zig-zag course, defined by tapes, had to be negotiated with one hand on the steering wheel, the other holding a flag out of the window, for the second test; first here was R. Knight (Javelin), and second the Black Prince again, with R. C. C. Palmer. A ladies-only test completed the event.

Details of the treasure hunt to be run on May 27 may be obtained from the Honorary Secretary, R. Knight, 390, Hoe Street, Walthamstow, London, E.17.

West Sussex Drivers' M.C. The premier award in the Spring Rally, on April 29, was won by E. G. Smith, driving a Morris Eight saloon, with 71 marks lost. There were 41 starters, including many novices, and 21 cars completed the course correctly, only to be caught out by the three special tests. **Result: best in opposite class:** M.G. TC (R. Wilton), 72½ marks lost. **Best novice:** Javelin (J. R. Hill), 82½. **First-class awards:** Ford (C. W. Wood), 72½; Austin A.40 (W. T. Robins), 84½; Allard (C. D. Nagel), 85; Citroen (A. N. S. Pollard), 85. **Second-class awards:** Austin Eight (F. Wilson-Dent), 88½; Austin A.70 (A. B. Cormick), 89; Citroen (G. M. Gee), 90; Hillman (C. G. Carpenter), 93½.

The next club event—a "scrounge around"—will start on May 27 from Findon Green, near Greypoint Hotel, at 2.30 p.m.

Westmorland M.C. The speed hill-climb, which had to be cancelled for April 28, will now be run as a closed event, for sports cars only, on July 21. New secretary of the club is L. M. Gorton, 14, Calgarth Road, Windermere.

M.G. Car Club (North-Western). R. B. Holt, driving an Allard, won the Sydney Norris Trophy for best performance in the Scottish Rally to Largs, on May 4-5. Two TD M.G. Midget cars, driven by N. L. Paterson and R. A. Hopkinson, ran away with the first two places in the open car class; second in the closed class was a Hillman Minx, driven by Dr. R. J. Alan Webb.

Chiltern C.C. On the last Wednesday of each month, from 7.30 p.m. onwards, the club holds a noggin and natter at the George Hotel, Beaconsfield. All members are welcome, as are members of any other motor club who may find themselves in the vicinity of the George on that evening.

Nottingham S.C.C. Results of the Winthorpe driving tests, held on May 6, are as follows. **General classification: open:** 1, M.G. (C. A. Muncaster), 152.7s aggregate time on tests; 2, Treen Riley (C. Treen), 155.5s; 3, M.G. 939 (P. R. Muncaster), 156.1s; 4, Morris Eight (J. S. Hollings), 158.4s; 5, M.G. TD (T. K. Shipside), 160.7s; 6, Sunbeam-Talbot (G. N. Cooper), 167.5s; 7, H.R.G. (J. H. King), 170.6s; 8, M.G. (D. Smith), 175s. **Closed:** 1, S.S. Jaguar (J. R. J. Mansbridge), 156.2s; 2, Ford Consul (E. H. Ashton), 163s; 3, Morris (E. J. S. Townsend), 164.1s.

A.C. Owners' Club. The Novices' map-reading point to point, on April 29, was designed to be within such capabilities and at the same time not transparent enough to invite a number of ties for first place. Not one of the 25 starters retained a clean sheet to the finish; so, if the organization of an event may be judged by its result, this would appear to have been entirely successful. D. C. H. Adams, driving an Aston Martin, gained first place, with H. F. Day (A.C.) second, and the A.C. of C. P. Blackmore-Reed third. Second-class awards went to Riley (P. J. Haffenden), A.C. (R. G. Henderson), Austin (E. J. Buxton).

Midland Motoring Enthusiasts' Club. The race meeting at Silverstone on June 30, for racing, sports and closed cars, will have a very full programme. Four scratch races for racing, and four for sports cars, will be run, with handicap races for sports and closed cars. The following clubs have been invited to compete: Half-Litre, M.G., North Staffs, Nottingham, North-West London, Sunbac, Vintage. Secretary of the meeting is Miss J. Angell, 30, Ivy Road, Sutton Coldfield; closing date for entries, June 9.

IN BRIEF

A record profit of £17,620,116 was made by the Dunlop Rubber company during 1950, overseas interests contributing more than twice their 1949 figure to the total. Ordinary shareholders receive a dividend of 17½ per cent.

Duff Morgan and Vermont (St. Giles Gates), Ltd., have reopened their garage at 5, Earlham Road, Norwich, which has been rebuilt after destruction by enemy action in April, 1942. The company are distributors of Triumph and Standard products.

Results of the financial year ended December 31, 1950, for C. C. Wakefield and Co., Ltd., showed that the net group profits after taxation were £622,195. A proposed final dividend on the ordinary stock is 27½ per cent, the same figure as for 1949.

Mr. F. G. Smith, of F. G. Smith (Motors), Ltd., has been elected president of the British Motor Trade Association. Mr. C. H. Fisher, of Vauxhall Motors, Ltd., was elected vice-president and president-elect for the year 1952-53, and Colonel Arthur Guy of the Cheltenham and Gloucester Car Mart, Ltd., was re-elected honorary treasurer. Mr. A. B. Hall, of Moores, Weybridge, Ltd., was reappointed chairman of the Membership Committee of the Council.

New showrooms were opened on May 2 by Langney Motors, Ltd., at 25-27, Cornfield Road, Eastbourne. The company are distributors for products of the Rootes Group. The opening ceremony was performed by The Mayor of Eastbourne, and a luncheon was held at the Burlington hotel.

A large 22ft display caravan has recently been supplied to the Regent Oil Co., Ltd. It was made by O. G. Lywood, Ltd. Among its unusual features are the 35 sq ft of display space at one side, provided by doors, and the leather upholstery and rubber flooring of the reception lounge. The interior of this is decorated with oil paintings showing the history of petroleum production. It has a kitchen, and can be made ready for display purposes within an hour of arriving at its destination.

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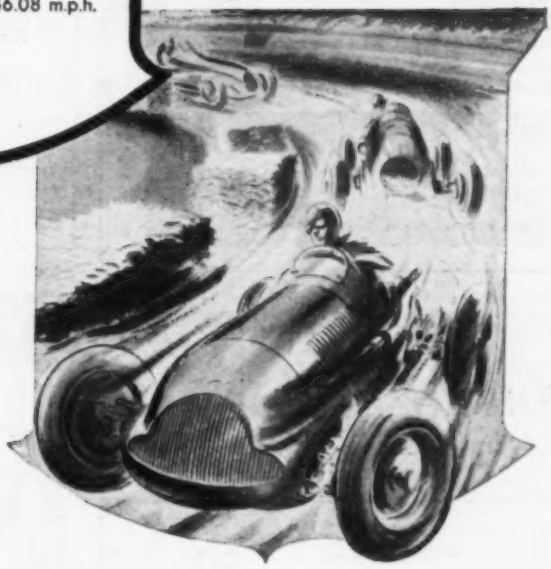

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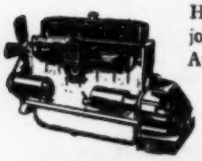

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1949 Sep. **VAUXHALL** Velox Saloon, grey, 12,000 miles.
1949 Aug. **RILEY** 1½-litre Saloon, maroon, 4,000 miles.
1949 **M.G.** 'TC' black.
1947 **M.G.** 'TC' black, 28,000 miles.
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1938 **VAUXHALL** 14 de luxe sun saloon, colour black, maroon leather upholstery. May be described as excellent value ..... 329 gns.

1939 **FORD** Prefect, colour black, maroon leather upholstery. Excellent appearance and mechanically sound ..... 399 gns.

1937 **AUSTIN** 10 4-door de luxe sun saloon, colour black, green leather upholstery, mechanically sound and good appearance, taxed year ..... 329 gns.

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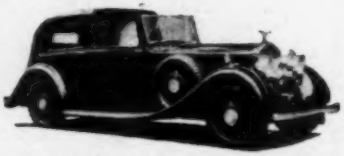

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1949 **AUSTIN** A.40 Saloon, green/beige. Speedometer reading 12,000 miles, fitted heater £1,090

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1938 VAUXHALL 14 de Luxe saloon	£385
1939 AUSTIN 7 de Luxe saloon	£335
1936 HILLMAN 14 de Luxe saloon	£345
1937 FORD 8 saloon	£245
1938 MORRIS 8 de Luxe saloon	£295
1937 AUSTIN 12/4 saloon	£345

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1946 HUMBER Snipe	£1,175
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1947 M.G. T.C.	£775
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1936 MORRIS 8 2-seater, recell'd, new hood	£285
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.....H.P. Make.....Body Type .....

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Date of first registration.....

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- 1950 **HILLMAN** Minx Phase IV Drophead Coupe, 6,000 miles, £1,125.
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- 1949/50 **M.G.** 1½-litre Saloon, radio, 8,000 miles, £1,275.
- 1949/50 **MORRIS** Minor saloon, 6,000 miles, £885.
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- 1949 **SINGER** "1500" saloon, heater, 9,000 miles, £1,075.
- 1947 **SUNBEAM TALBOT** 2-litre Tourer, 13,000 miles, £995.
- 1949 **TRIUMPH** "2000" Roadster, radio, 8,000 miles, £1,235.
- 1949 **VAUXHALL** Wyvern Saloon, 4,000 miles, £1,150.

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The Autocar

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Postal orders and cheques sent in payment for advertisements should be made payable to Iliffe & Sons, Ltd., and crossed & Co. Trade discounts of 5 per cent, 10 per cent and 15 per cent are allowed on orders for 13, 26 or 52 consecutive insertions. Full particulars on application.

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For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage except in the case of advertisements for 1950 cars and current models in which the name and address or name and telephone number must be included. Replies should be addressed to, "Box 0000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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Readers replying to advertisements in these columns and wishing to take advantage of "The Autocar" Deposit System facilities should send for particulars which are available on application.

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The Publishers retain the right to refuse or withdraw advertisements at their discretion.

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IMPORTANT NOTICE

Only cars which are not subject to the S.P.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

A.C.

265 ens.—A.C. Ace, 1954, 16/80hp; greyhound sports saloon, black, sliding head, red leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Mamp-stead 6041. [6657

A.C. Cars Wanted

CASH immediately for good A.C.—H. F. Edwards, 28, Upper St., Epsom 9400. [6361

POST-WAR 2-litre saloon; price, particulars.—Holgate, 34, Northway, Magnall, Lancs. [6797

A.C. Spares and Service

CENTRAL MOTORS (BURNLEY), Ltd., A.C. Distributors.—Sales and service; comprehensive stock of spares.—Tel. 3569. [4628

ALFA-ROMEO

BARTLETT.—Alfa-Romeo, finest selection available. —27a, Pembridge Villas, W.11. [6507

1949 Alfa-Romeo 6C 2,500 supersport convertible with Pinin Farina body, cobalt blue with red leather upholstery, fitted radio, heater, special steering wheel and latest type all synchro-mesh gear box, speedometer reading 30,535 miles, excellent condition throughout; offers to: David Brown & Sons (Huddersfield), Ltd., Park Gear Works, Huddersfield. [5769

Alfa-Romeo Cars Wanted

BARTLETT.—Alfa-Romeo 2.9 2-seater wanted.—27a, Pembridge Villas, W.11. [6506

ROWLAND SMITH'S the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Flaxman 0052. [5313

Alfa-Romeo Spares and Service

THOMSON & TAYLOR, (BROOKLANDS), Ltd.—Spare and service for Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 530. [0124

BEVERLEY MOTORS (proprietor N. H. Mann), Coombe Rd., New Malden, Surrey, are now producing special coachwork on Alfa-Romeo chassis to customers requirements, examples will be found in our showrooms.—Tel. Malden 4403. [9531

ALLARD

CAR MART, Ltd.

1949 Allard saloon, 12,000 miles; £1,095.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1312. [6441

H.W. MOTORS, Ltd., offer:—

1948 2-seater, black/red, Mercury engine, one owner, 17,000 miles, new tyres, red mohair hood, tonneau cover, fitted suitcases, a very handsome and practical sports car with an outstanding performance; £850.

H.W. MOTORS, Ltd., Walton-on-Thames. 781 & 1437. [4440

SIMPSON'S MOTORS, offer:—

1949 Allard tourer, 4-seater, very low mileage.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3803. [6292

H. A. SAUNDERS, Ltd., offer:—

1949 Allard sports saloon, black with red leather upholstery, 3,000 miles; £965.

836/842, High Rd., N.12 Hillside 6604. [6480

POTTER, RICHARDS & CARR offer:—

1950 saloon, 2,000 miles, like new.

1949 drop head, with radio, immaculate, £1,150; choice of several 2-seaters from £675.—See, Princes Gate Mews, Exhibition Rd., S.W.7. Kensington 6955. [5026

1950 Allard saloon, 9,000 miles, immaculate condition; £1,375.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Sloane 3557/6970. [6436

1949 (June) Allard 2-str. 16,000 miles, one owner.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only, please.) [6843

ALLARD

BARTLETT.—Allard 1950 low mileage standard saloon.—27a, Pembridge Villas, W.11. [6515

GOLDERS GREEN: H. A. Saunders, Ltd.—1949 Allard 2-str., grey, 8,000 miles, one owner, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [6178

1949 (June) Allard four-seater two-door special sportsman's saloon, colour beige, mileage under 9,000 genuine, condition as new; £1,050.—Slade's Garage, Penn, Bucks. Tel. Penn 2115. [6726

£895—June 1949 Allard foursome drop head coupe, the proper four-seater model 61M, black, beige leather and maroon hood in very outstanding order; offered at nearly £400 below its original cost.

VAMDEN MOTORS, Lake St., Leighton Buzzard Beds. Tel. 2041 (5 lines). Write for post free catalogue. Nearly 500 cars ready for inspection and purchase. Hire purchase. Part-Exchanges. Free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [5594

Allard Cars Wanted

BARTLETT, the Allard buyers, 27a, Pembridge Villas, W.11. Bayswater 0523. [6509

POTTER, RICHARDS & CARR.—Best buyers of Allards.—Kensington 6955. [5087

£650 offered for 2- or 4-seater, private buyer.—92, Coburg Rd., Dorchester. [6726

1949/50 foursome drop head or saloon, private buyer.—Keen, The Bungalow, Neston, Wilts. [6743

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Allard Cars Wanted

£700 offered to private buyer for drop head coupe, seen anywhere.—Dr. Michael, St. Pancras Hospital (G.C.M.), N.W.3. Ess. 6411. [5476

Allard Spares and Service

ALDARO'S MOTORS, Ltd., for all Allard spares.—43-45, Acre Lane, London, S.W.2. Brixton 6431.

ALLARD MOTOR Co., Ltd., Service Dept., 31, Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2353.

ENOON COACHWORKS, of Fulham, 8, Estcourt Rd., London, S.W.6. Tel. Fulham 4031.—Specialists in Allard body repairs, body fittings for all models in stock; makers of Allard J.2, K.2 and tourer bodies. [0407

BRISTOL STREET MOTORS, Ltd., 164-188, Bristol St., Birmingham, 5 (Tel. Midland 5061), for new and used allards, spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire.

ALVIS

CAR MART, Ltd.

1937 Alvis Charlesworth saloon, 6 months' guarantee; £695.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6455

BROOKLANDS for individuality.

ALVIS distributors; new 3-litre models for demonstration.

1948 Alvis 14hp saloon, grey, speedometer reading 11,000.

1948 Alvis 14hp saloon, black, small mileage.

1948 Alvis 14hp utility, small mileage, exceptional.

ABOVE second-hand cars examined and approved by Maskers.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 3351/3. [6647

PERFORMANCE CARS.—See our advertisement under "Sports Cars." [2185

ACLAND & TABOR, Ltd., Welwyn 681, offer with 3 months' guarantee:

1937 Alvis 4.3 sports 4-door saloon, one owner, very fast, stored several years, first-class condition; £675. [6008

1949 series Alvis 14 4-door saloon, first reg. 29/11/48, 13,000 miles; £1,475.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, M/cr., 19. Rus. 2274-5. [5911

189 —1934/5 Alvis 30 saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1508. [6785

1936 Alvis 30 saloon, in very good condition; £350. —John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1342. [5973

1936 Alvis 14hp Firebird tourer, first-class condition; £355.—Ormskirk Motors, Ltd., County Rd., Ormskirk. Tel. 1015. [6411

1949 Alvis 14 saloon, black, red leather, 14,000 miles, hence, immaculate.—Leedhams (York), Ltd., Lendal Bridge York. Tel. 4168-9. [6068

£350 or nearest.—Alvis Speed 20 (1935) Vanden Plas 2-door saloon, £160, mechanical overhaul 1149.—80, Brighton Rd., Banstead, Surrey, Burgh Heath 1580. [6306

1939 (September) Alvis Silver Crest Speed 20 saloon, superb condition, chassis 100%, a thoroughbred motor in every respect; £725, exchanges, hire purchase.—S. & H. Motors, 1464-8, High Rd., Whetstone London, N.20. Hillside 6671-2. [5397

455 ens.—Alvis Speed 25, 1936 model, Charlesworth 4-door sports saloon, black, sliding head, maroon leather, wheel discs, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6658

1948 model Alvis 4-door estate car which is in practically new condition, colour, maroon with beautiful natural wood body, maroon upholstery, very carefully used. £995; terms and exchanges.—Seldon Road Garage, 54, Seldon Road, South Croydon. Croydon 5470. [6308

ALTON GARAGE, "The Alvis People," have always A, a large selection of Alvis models for sale and are able to offer immediate hire purchase on any car, which means that our clients can drive away without delay; at present we can offer a range of 12hp models from £255 to £325; 17hp models from £305 to £350; Speed 20s. 1935-7, from £365 to £550; and one very special super sports 2/4-seater 1940 Speed 25, at £675, a most striking vehicle with an excellent history.—Alton Garage, 17-19, Brook Mews North, Craven Rd. W.2. Paddington 3952. [6270

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

NAYLOR & ROOT, Ltd.—1939 Alvis Silver Crest, 4-door saloon, black, red leather; very carefully maintained throughout. £675; three month' guarantee; choice of 100 quality cars, demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272; open 9-6 each week-day, including Saturday. [6755

Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914

1949—50 Alvis; please give particulars and price. A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2674/5. [0494

CASH immediately for good Alvis.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6371

S. F. ERSKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 330. [0697

ALVIS 12-50 or 60, good condition.—Day, 24, Crescent Grove, London, S.W.4, or 'phone Nurth 3666 (10-6 p.m.). [6735

WANTED, post-war Alvis saloons and drop head coupes.—Send full details to Arnold G. Wilson, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014-5. [5242

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. May. 6266, Service, Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. [0590

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams. Aviecar Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis, Coventry.

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [0591

KINGSTON-ON-THAMES.—Sales, Service and Spares. —G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. [0878

ALVIS repairers and spares specialists.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2674-5. [0653

AMERICAN CARS

SIMPSON'S MOTORS offer:—

1948 Buick Super, radio, heater, American covers, "white walls," low mileage.

1949 (genuine) Chevrolet, radio, heater, American covers, 15,000 miles.

1948 Ford, American type, right-hand drive, seat covers, low mileage, very good condition.

1948 Ford, American type, left-hand drive, radio, heater, seat covers, low mileage.

1949—50 Mercury convertible, colour ivory, green interior and hood, windows, seats and hood all electrically operated, traffic blinkers, radio, heater, spotlight, "white walls," low mileage.

1947 (late) Nash 600, right-hand drive, equipped with Weather Eye air conditioning and heater system, radio.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [6296

American Cars Wanted

CRASHED or damaged post-war American cars wanted; good price paid.—Box 1543. [6417

ARMSTRONG SIDDELEY

P. & J.

PASS & JOYCE, Ltd., offer:—

1949 Armstrong Siddeley 18hp Lancaster saloon, black, one owner, as new.—134, Gt. Portland St., W.1. Museum 1001. [7261

R. C. WIMBUSH, Ltd., offer:—

1949 (April) Armstrong Siddeley Lancaster saloon, 16hp, in grey with blue leather upholstery, fitted radio and heater, unmarked condition after 15,000 miles; £1,475.—312, Earls Court Rd., S.W.5. Freemantle 8401. [5327

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 and 1946 Armstrong Lancaster saloons; also 1946 Hurricane.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [4754

1947 Armstrong Hurricane drop head coupe, immaculate condition; £975.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [5431

GORDON CARS (LONDON), Ltd.—1949 Armstrong Lancaster saloon, grey, manual gear box, 11,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Hurricane coupe, blue, attractive condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6469

GOLDERS GREEN: H. A. Saunders, Ltd.—1949 Armstrong Siddeley Lancaster 4-door saloon, black/brown leather, guaranteed.—Below.

H. A. SAUNDERS, Ltd., 1947 Armstrong Siddeley Lancaster 4-door saloon, blue/blue, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.–9 p.m. [6183

1947 Armstrong Siddeley Typhoon sports saloon, black with grey cloth upholstery, synchromesh gear box, recorded mileage 25,000, faultless.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [5775

1935 Armstrong Siddeley 12 sports tourer, one owner, immaculate condition; £325.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2268. [6636

1949 Armstrong Siddeley Lancaster 4-door saloon, black, brown leather, heater, 15,000 miles only.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [6203

1947 (Dec.) Armstrong Siddeley 18hp Typhoon, blue with blue leather, heater and demister, 17,000 miles, most attractive; £1,150.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [5339

ARMSTRONG SIDDELEY

1938 Armstrong Siddeley 14 saloon, guaranteed; £325; payments.—Vaughan, 17, Astwood Mews, S.W.7. Pro. 1319. [6750

1934 Armstrong 12 de luxe saloon, the condition being unsurpassable, taxed, only wants seeing; £215.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5743

£395.—1937 (May), Armstrong 25hp 7-seater limousine, nice condition throughout, ready for immediate use.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6695

£295.—1937 Armstrong 14 sports saloon, black, with brown hide, exceptionally clean condition throughout, definitely unrepeatable bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6692

ARMSTRONG SIDDELEY Long 15 saloon, black, July, 1954, two previous owners, under 50,000, reconditioned engine 500, original carpets, excellent tyres; ideal hire or family car; offers over £300.—Fairlands 9890. [6720

ARMSTRONG SIDDELEY Typhoon saloon, 21,000 miles, fitted with many extras and maintained in faultless condition throughout by the makers, new Dunlop tyres; £1,115.—R. F. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1665.

£1295.—June, 1948, Armstrong Siddeley 16hp Lancaster saloon, in black with dark blue leather interior, condition almost indistinguishable from new, genuine one owner car, immaculately maintained and scrupulously serviced; definitely one of the very finest Lancasters we have ever seen, also '47-8 and 9 Hurricanes and Typhoons; write for post-free catalogue to

CAMDEN MOTORS, Lake Street, Leighton Buzzard. Tel. 2041 (five lines); 400 other cars ready for inspection and purchase; hire purchase; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday to Saturday. [6616

A & S Limousines 1938/25hp, partition, widest occasionals, black, exceptional carriage, certified mechanically, selection from—£450.

1939 Long-17 Double Enclosed, widest occasionals, black, certified mechanically, bargain. Seen:—

ALPE & SAUNDERS (100 Limousines; Lists posted) Providence Court, Grosvenor Square, Mayfair. 2941. [6562

Armstrong Siddeley Cars Wanted

ANY post-war Armstrong Siddeley wanted.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [5345

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916

CASH immediately for good Armstrong Siddeley.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6370

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 6000. Seven Sisters Rd., Tottenham, N.15. [0163

ARMSTRONG SIDDELEY Hurricane coupe in good condition urgently wanted.—J. R. Inwards, Ltd., High St., Ruislip 5033-4-5. [0900

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-8, Peter St., Manchester. Tel. Blackfriars 7843. [0601

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—134, Gt. Portland St., W.1. Museum 1001. [0585

Armstrong Siddeley Spares and Service

ACROT MOTORS, Ltd.

ACROT MOTORS, Ltd.—Preselector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

ACROT MOTORS, preselector gear boxes, exchange and repairs.

ARMSTRONG SIDDELEY Owners.—Complete overhauls, service and repairs by our highly-skilled and specialist mechanics in our modern well-equipped workshops.

ACROT MOTORS, Ltd., 169, Fulham Rd., S.W.3. Write call or 'phone Kensington 7301. [0644

PRE-SELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2851. [0779

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [0602

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars, sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [1999

ASTON MARTIN

BROOKLANDS for individuality.

ASTON MARTIN distributors; details of new 2.6-litre; demonstration car available.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351/6. [6846

1937-8 Aston Martin 2-litre sports 2/4-seater, owned by connoisseur since new, completely overhauled with new engine recently fitted at works, a recommended car; £895.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5734

Aston Martin Cars Wanted

CASH immediately for good Aston Martin.—H. F. Edwards, 28, Upper High St., Epsom 9400. [6362

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002/3.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities, 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0786

AUSTIN SEVEN

BROWN'S for Austin.

1935 Austin 7hp Ruby saloon de luxe, original condition; £285.—Brown's Garage, Loughton (Essex) 4118. (Tube.) [4483

DICKS CAR SALES offer:—

1937 Austin 7 nippy sports 2-seater, high performance engine; £325.

DICKS CAR SALES, Ltd., 395-401, High Rd., Kilburn. Maida Vale 6688-9. [4971

1935 Austin 7 Ruby saloon, black, in good serviceable condition; £165.

V. W. DAVIES & Son, Ltd., Shipston-on-Stour. Tel. 3. [6308

1935 Austin 7 2-str., tourer, very economical car; £135.—Rickmansworth 4918. [6750

BIG 7 you must see; 1939 4-door de luxe saloon, in really amazing condition; £365.—Roya Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5738

1937 Austin 7 Ruby saloon, black, taxed, good tyres; £250.—Apply in first instance to Ironbridge Service Depot, Ltd., Southall 2355, who will demonstrate on owner's behalf. [4710

£245 cns.—Austin 7, 1937, Ruby de luxe saloon, black, sliding head, green leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6660

SPECIAL Austin 7 engine, £35; 1933 Austin 7 engine, rebored, not been run, £20; three-speed gear box, £4; special frame with springs, £7/10; high ratio back axle, £10.—F. B. Wadsworth, 16, Leslie Ave., Whitefield, nr. Manchester. [6713

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0634

AUSTIN EIGHT

J. CORYTON, Ltd.

USUALLY have an 8hp Austin for sale; for details telephone

139—140, Fulham Rd., S.W.3. Ken. 1410. [8244

CM.I. CAR SALES (Pri. 4405) offer:—

1947 Austin 8 4-door saloon, beige, brown leather upholstery, one owner, immaculate.—Swiss Cottage, Finchley, N.W.3. [5060

1946 Austin 8 four-door saloon de luxe, black, brown leather interior, excellent condition throughout.

WALTON-ON-THAMES, MOTOR Co., Ltd., Walton 200. [6413

ARCHIE SIMONS & Co., Ltd., 1939 Austin 8hp saloon, blk./brn., excellent condition; £425.—94, Gt. Portland St., W.1. Lan. 1345. [6195

1947 Austin 8 4-door saloon, very nice order; £625. —Barnes Garage, 315, Finchley Rd., Hampstead N.W.3. Ham. 2221. Mal. 1627. [3249

1940 Austin 8, very clean condition, low mileage; £425.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mal. 1627. [4463

£545 —Austin 8 4-door de luxe saloon, looks and runs like a brand new vehicle, first registered July, 1945, but is identical with 1947 model; 3 months' guarantee; hire purchase, exchanges.

AMBIT OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [5960

1946 (registered) Austin 8 4-seater tourer, black cellulose, blue leather upholstery, good hood and sidescreens; £245 cash or £80 deposit.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [9150

1947 (Nov.) Austin 8 4-door saloon de luxe, bodywork recellulosed, green, brown upholstery, new tyres and battery, perfect condition throughout, any trial or examination, one careful owner; £600.—Tel. Harrow 4170 (evenings only). [6133

375 cns.—Austin 8, July 1939, de luxe saloon, black, sliding head, brown leather, unworn tyres, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6661

Austin Eight Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

I NEED post-war Austin 8 immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 1288 (day). [0725

CASH buyers of low mileage Austin 8s, distance no object.—Hattons, Lord St., Southport. Tel. 3266. [0784

CM.I. CAR SALES wish to buy good Austin 8 cars.—Swiss Cottage, Finchley Rd., Hampstead, N.W.3. Primrose 4405. [6606

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0635

AUSTIN TEN

BURKE'S MOTORS, offer:—

THREE Austin Cambridges as follows:

1939 Austin 10, exceptional interior and mechanical cond.; £425.

1938 Austin 10 in well above average cond. throughout; £410.

1937 Austin 10, a fine example, being reconditioned in blue and black; £385.

AUSTIN specialists for nearly 20 years.

BURKE'S MOTORS, 395, Lewisham High St., S.E.13. Lee Green 7051/2. [6474

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TEN

1934 Austin 10 saloon in beige, mechanically good; £145.
V. W. DAVIES & Son, Ltd., Shipston-on-Stour. Tel. 3. [6307

1945 Austin 10 saloon, one owner, black, guaranteed; £585.—Haskins, Ladbroke 1155. [4451

1937 Austin 10 saloon, black; £375.—Wembley Court Motors, High Rd., Wembley. Arnold 3881-2. [6701

GATEHOUSE offer 1935 Austin 10 saloon; £300.—Gatehouse Motors, Ltd., Highgate Village, N.6. Mou. 4444. [5342

1938 Austin 10 de luxe saloon, blue, blue hide upholstery, an exceptional motor car in every respect, taxed; £395.
TIMMS MOTORS, Colinette Rd., Putney, S.W.15. Putney 3593-4. [2386

1938 Austin 10, good condition; £375.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [7014

1942 Austin 10, not ex-W.D., black, brown leather, in exceptional condition; £550.—G. S. Hall, 900, King St., W.6. Riverside 2881. [2685

1939 Austin 10 d. h. foursomes coupe, guaranteed; £425; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [6546

1940 Austin 10 saloon, black, perfect condition throughout; £475.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [4390

1935 Austin 10 de luxe saloon, black, excellent coachwork, interior and chassis, taxed; £275.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5739

GOLDERS GREEN: H. A. Saunders, Ltd.—Offer 2 1947 Austin 10 S/R saloons, black/brown, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [6182

1947 model (first reg. November, 1946) Austin 10 de luxe saloon, black, beautiful condition; £685.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5737

1938 Austin 10 Cambridge, outstanding condition; choice two from £395.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [6227

AUSTIN 10 Cambridge de luxe saloon, in beautiful condition, very rare car, most carefully preserved with original carpets and roof lining; 3 months' guarantee; hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [5965

WALTER SCOTT, Ltd., 1937 Austin 10 de luxe saloon, black, brown hide, carefully used, excellent condition; £385; exchanges, terms.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [3085

Austin Ten Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953

I REQUIRE post-war Austin 10 urgently.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [0724

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920

CASH buyers of low mileage Austin 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0785

C.M.I. CAR SALES wish to buy good Austin 10 cars.—Swiss Cottage, Finchley Rd., Hampstead, N.W.3. Primrose 4405. [6807

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0836

AUSTIN A40

CAR MART, Ltd.
LONDON distributors.
1948/9 Austin A40 Dorset saloon, 6,000 miles; £1,075.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [6464

OVERSEAS CARS, Ltd.,
1948 (late) Austin A40 estate car; £825; for other Overseas Car Bargains see page 43.
OVERSEAS CARS, Ltd. 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [6824

PHILIP RICKARDS, Ltd., offer:—
1950 Austin A40, 3,000 miles, grey.
4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [6323

H. A. SAUNDERS, Ltd., Radlett.
1949 A40 saloon, grey, radio, heater, 9,000 miles.—Radlett 6167. [6758

C.M.I. CAR SALES (Pri. 4405), offer:—
1949 Austin A40 Devon, low mileage, radio and heater.—Swiss Cottage, Finchley, N.W.3. [5320
1950 Austin A40 saloon, 6,000 miles, as new; £1,195.
MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [5434

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—
1949 Austin A40 saloon, green, beige leather, radio, heater, one owner, absolutely spotless; £1,050.
MARLBOROUGH WORKS, Kenton. Tel. Wordsworth 5656 and 3658. [5558

1949 Austin A40, grey, excellent condition, sun roof, heater; £1,075.—Whitton Cullompton 3193. [6875

1948 (November) Devon saloon, radio & heater 1 careful user; £985.—Campbell Symonds, Wembley 6262. [5308

AUSTIN A40

1949 Austin A40 Devon saloon, blue, blue leather, speedo reading, 3,800 miles.—Odeon Motors, Ltd., Barnet 4100. [6329

GOLDERS GREEN: H. A. Saunders, Ltd.—1950 Austin A40 s/roof saloon, grey/blue, heater, 2,000 miles, guaranteed.—Below.
H. A. SAUNDERS, Ltd., 1949 Austin A40 s/roof saloon, green/beige, heater, radio, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [6181

AVAILABLE to the trade, low-mileage Austin A40.—Gerry Browne Motors, 24, Leinster Mews, London, W.2. Paddington 8232. [0557

1949 Austin A40 Devon saloon, buff, 16,000 miles; £995.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5736

A40 Devon, grey, December 1949, 11,500, heater, clock, etc., regularly serviced, beautiful condition; offers over £1,000; seen Tunbridge Wells.—Box 1526. [6120

1949 A40 utility, special wooden ultra modern body, 14,000 miles, 5-seater, one owner; £875.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [6669

1950 Austin A40 sun saloon de luxe, radio and heater, loose covers, spare unused, one owner, grey 8,000 miles.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [6550

1949 (May) A40 Countryman (works built), finished attractive green, 17,000 miles, fitted heater, in immaculate condition throughout; open to A.A. or R.A.C. inspection; trade enquiries welcomed.
MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6871

Austin A40 Cars Wanted

T
H
E
CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212
[0957

I NEED Austin A40 immediately.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0725

A40 car wanted.—MAC, 12, Brambledown Rd., Wallington, Surrey 6397. [2387

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0921

CASH buyers of low mileage Austin A40s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0786

C.M.I. CAR SALES wish to buy good Austin A40 cars.—Swiss Cottage, Finchley Rd., Hampstead, N.W.3. Primrose 4405. [6808

AUSTIN A40 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd. E. Finchley Station, N.2. Tudor 2301-2. [0704

AUSTIN TWELVE

1935 Austin 12 saloon, taxed year, guaranteed; £210; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [6752

1937 Austin 12/4 Ascot saloon de luxe, black with maroon upholstery, in very good but not showroom condition throughout; trade only; £325.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [6577

265 gns.—Austin 12/6, 1936 model, Ascot de luxe, 4-door saloon, dark blue, sliding head, blue leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6662

1947 (late) Austin 12hp saloon de luxe, black with brown leather upholstery, 4 new tyres, just decarbonised, taxed until December; in absolutely spotless condition throughout; 3 months' guarantee; £950.—Griffin's Garage, Weybridge. Tel. 1491. [6737

1936 Austin 12 sunshine saloon, maintained exceptional condition, coachwork irreproachable, faultless mechanical order, specimen car, believed one owner, guaranteed; 285gns.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [6779

Austin Twelve Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

CASH buyers of low-mileage Austin 12s; distance no object. Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0921

1937-8-9 Austin 12 saloons and limousines wanted.—Motourists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [0694

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0838

AUSTIN FOURTEEN

235 gns.—1937 Austin 14 Goodwood saloon, good condition.—Autosnips, 5, Balham High Rd., Balham 1509. [6786

1938 (June) Austin Goodwood saloon, black, one fastidious owner since new, seats, carpets, roof lining, chrome, cellulose all in 1950 condition, a rare specimen; unrepeatable at £475.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [4448

AUSTIN SIXTEEN

CAR MART, Ltd.
LONDON distributors.
1948/49 Austin 16 saloon, 11,000 miles; £1,125.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [6455

D. J. SHEPHERD & Co. (ENFIELD), Ltd.
1948 Austin 16hp, colour grey, brown leather interior, excellent condition throughout; £995.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1681. [6267

1948 Austin 16 saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4834/5406. [6209

BIRMINGHAM.—Austin 16 l.w.b. 7 seats, easyclean wheels, genuine motor; £280.—72, Warren Hill Rd., Erdington 4953. [6747

1948 (July) Austin 16hp saloon, low mileage, condition indistinguishable from new, green with brown leather; £1,050.
JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4360. [5063

1947 Austin 16hp saloon, black, brown leather, chauffeur kept; £945.—Woking Motors (Maybury Hill), Ltd. Woking 1926. [6336

JANUARY 1949 Austin 16, green, 17,000 miles, one owner, carefully maintained, perfect condition, body unmarked; best offer over £1,000.—Box 1495. [6078

1948 Austin 16 de luxe saloon, radio, heater, small mileage, full leather, etc.; £995.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5744

1939 Austin 16 saloon, black, blue leather upholstery, immaculate condition throughout, mechanically perfect; £495.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [4389

A VERY good Austin 16 Hertford saloon, fitted loose covers, easy-clean wheels, etc., an ideal family or hire car; £245.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5746

1949 (Feb.) Austin 16hp sun saloon, heater, radio, loose covers, 10,000 miles only, taxed year, almost as new; £1,175.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea. Fla. 7345. [3208

1948 (June) Austin 16 de luxe sun saloon, 9,000 miles, finished black, fitted radio, heater, jack-alls, one private owner; open to A.A. or R.A.C. inspection; trade enquiries welcomed.
MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6872

1938 Austin 16 4-door saloon, almost unmarked inside and out, believed a genuine 30,000 miles; accept £575.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [6598

265 gns.—Austin 16, 1935, Chalfont 7-seater limousine, black, brown leather, sliding division, face-forward occasionals, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6663

1947 Austin 16 sunshine saloon, one owner, maintained immaculately, coachwork, interior hide, irreproachable, new engine fitted, heater, performance beyond criticism, exceptional car; 895gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [6780

£245—Seven-seater Austin long chassis, York model, 1935, with occasional seats and real leather upholstery throughout, definitely a very economical seven passenger vehicle, sound mechanical order and carrying our written guarantee; twelve other Austin seven seaters and limousines, in stock; write for post-free catalogue to
CAMDEN MOTORS, Lake Street, Leighton Buzzard. Tel. 2041 (five lines); 400 other cars ready for inspection and purchase; hire purchase, part exchanges; a free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday to Saturday. [6616

Austin Sixteen Cars Wanted

T
H
E
CAR MART Ltd.
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212.
[0955

CASH buyers of low-mileage Austin 16s; distance no object.—Hattons Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922

AUSTIN 16hp post-war saloons, in good condition, urgently wanted.—J. E. Inwards, Ltd., High St., Ruislip 3033-4-5. [0808

AUSTIN 16 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0703

AUSTIN A70 & A90

CAR MART, Ltd.
LONDON distributors.
1950 Austin A70 Hampshire saloon, radio, heater, 11,000 miles; £1,495.
1949 Austin A70 Hampshire saloon, radio, 10,000 miles; £1,425.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [6456

H. A. SAUNDERS, Ltd., Radlett.
1949 A70 saloon, grey, heater, 12,000 miles.—Radlett 6167. [6759

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70 & A90

BOON & PORTER, Ltd.

1950 Austin A90 convertible coupe, radio, heater, 10,300 miles; £1,450.

CASTELNAU, S.W.13. (By Hammersmith Bridge). Riverside 4444. [6774

MANN EGERTON & Co., Ltd., offer:—

1950 Austin A70 Hampshire, brown with brown leather upholstery, radio and heater fitted, mileage 7,000.

14. Berkeley St., London, W.1. Regent 2073. [6405

1950 Austin A70 saloon, black with brown leather upholstery, recorded mileage 7,000, as new.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [5772

AUSTIN A70 (May, 1950), 9,000 miles; £1,475.—Write W. C. Albon, 87, Upney Lane, Barking, Essex. [6083

HIRE car, 1950, partition, 4 door, black, leather upholstery, 30,000, carefully maintained reasonable cost.

1946 saloon, black, mileage 17,000, radio, leather, loose covers, exceptional carriage; £865.

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair-2941. [6583

1950 (April) Austin A70, heater, radio, 10,000 miles; £1,450.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [1434

AUSTIN A70 sln. 1950, finished in green, radio and heater, 3,000 mls.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [6397

1950 (May) Austin A70 saloon, black, sun roof, heater, 7,000 miles.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please). [6837

GOLDERS GREEN: H. A. Saunders, Ltd.—1949 Austin A70 saloon, green 13,000 miles, radio heater, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [6180

GOLDERS GREEN: H. A. Saunders, Ltd.—1950 Austin A90 Atlantic green, power hood, radio, heater, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [6179

1950 Austin A90 saloon, colour grey, excellent condition, 3,000 miles; £1,925.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6499

1950 Austin A90 Atlantic convertible cabriolet, with electrically operated hood and windows, cream with black upholstery, recorded mileage 6,700, fitted with radio and heater.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [5773

1950 (Jan.) Austin A70 Hampshire saloon, brown leather, sliding roof, heater, 2,800 miles only, not taxed 1951, one owner; £1,575, six months' written guarantee; trade enquiries welcomed.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tels. Wallington 3404. [6243

1950 (March) Austin A70, black, brown leather, 10,000 miles only, radio, heater; £1,500.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [4448

1950 Atlantic convertible, replica of show model in dark green with ivory upholstery, immaculate condition throughout, very small mileage; £1,575.—Stribley, 11a, Sherbourne Rd., Acocks Green, Birmingham. [6826

AUSTIN A90 convertible, new April 1950, 2,600 miles, guaranteed mileage, only used a few times owing to ill health, power-operated hood and windows, radio; wanted in part exchange A70 Hereford or Humber Hawk demonstration saloon; seen Reading.—Box 1544. [6423

Austin A70 and A90 Cars Wanted

ALMOST new Austin A70 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0841

AUSTIN A90 Atlantic coupe with Power hood; low mileage; good price for genuine car.—Send details to T. R. Jones, Globe Hotel, St. Janus St., Weston-Super-Mare. Tel. 6185. [6139

AUSTIN EIGHTEEN

1936 Austin 18 long chassis York 7-seater, 1948 condition.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [5316

CAMDEN MOTORS.—Austin 18, seven-seater, twelve models in stock, Ivers, Windsors, Chalfonts.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041 (5 lines). [6620

1935 Austin 18 Tickford saloon; £325.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2254. [5488

1937 Austin 18 7-passenger limousine, partition, forward seats, black, brown leather, one owner since new.—Below.

1938 Austin 18 Iver limousine, partition, forward seats, privately owned.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 4604. [6561

£525—1937 Austin 18 7-str. with division, bodywork literally perfect and unmarked, leather interior excellent, whole vehicle 100% condition and available for immediate use.—Below.

£425—Austin 18hp York 7-str., long chassis, but without division, bodywork beautiful, excellent inside and out; 3 months' guarantee; hire purchase, exchanges

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [5962

£220 or by instalments (£110 deposit).—Austin 18hp saloon, 1936, free 12 months, 3rd party insurance; 3 months' written guarantee.—Stuart Wilton, 353, Finchley Rd., London, N.W.3. Hampstead 8712 and 8532. [6557

1938 Austin Iver 7-passenger limousine with division, one owner since new, positively unmarked inside and out, total mileage 40,000, accept £1,075.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [6599

AUSTIN EIGHTEEN

A & S—Seven seater 1937/38/1939 Saloons also partitioned Limousines, extensive selection, leather, black, certified mechanically. Seen:—

ALPE & SAUNDERS (100 Limousines Lists posted) Providence Court, Grosvenor Square. Mayfair-2941. [6584

Austin Eighteen Cars Wanted

C
M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

7-Passenger 1937/38/39 required, also Norfolk Saloons, good order essential, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941.

AUSTIN TWENTY

A & S Limousines 1937/1938 Mayfairs, partition, widest occasionals, leather, black, exceptional, delightful condition carriages. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair-2941. [6585

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925

7-Seater Limousines 1937/38/39—also 28hp—details please. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [6268

AUSTIN A125 and A135

CAR MART, Ltd.

LONDON distributors.

1950 Austin A125 Sheerline saloon, 8,000 miles; £2,295.

1950 Austin A135 Princess saloon, 5,000 miles; £2,750.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [6457

TOM GARNER, Ltd., offer:—

1950 Austin A125 Sheerline, black with fawn leather, 3,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6321

1950 Austin Sheerline saloon, 2,500 miles, radio; £2,350.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6169

SWANMORE CAR SALES, Boscombe.

1950 Austin Princess, silver with blue hide, low mileage, unmarked.

1950 Austin Sheerline (Oct., '49), silver with grey hide, low mileage.

EXCHANGES and terms.—Swanmore Car Sales, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [6156

GUY SALMON AUTOMOBILES, Ltd., offer:—

1950 Austin Sheerline, black, 5,000 miles.—Portsmouth Rd., Thames Dutton. Emberbrook 5551-2-3. [6878

1950 Austin Sheerline, black, 6,000 milel; £2,150.—Below.

1949 (Oct.) Austin Princess, grey, 15,000 miles; £2,400.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [6336

1949 Austin Sheerline, black with beige hide upholstery, radio, 15,000 miles; £1,895; terms, exchanges.

MASON BROTHERS (Motor Showrooms), 151-153, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24687. Open week-ends. [6793

1950 Austin Sheerline saloon, grey, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6536

1949 Austin Sheerline, one owner, low mileage, spare unused, colour grey, grey leather, taxed year, immaculate condition throughout; £1,895.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Berks. Tel. 3431-2. [6601

TANKARD & SMITH, Ltd., offer: 1949 Austin A125 Sheerline saloon, in black with beige leather, speedometer reading 4,000 miles, whole car in showroom condition throughout, fitted radio and heater; £2,225; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Flaxman 4601-3. [6501

Austin A125 and A135 Cars Wanted

C
M

THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0352

AUSTIN MISCELLANEOUS

WARWICK WRIGHT, Ltd., offer:—

1950 Austin A70 Hampshire saloon, brown, brown leather, 7,000 miles.

1949 Austin A40 Devon saloon, black, brown leather heater, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6805

TAXIS.—Austin, a number of selected models from 85gns.

WADCOL MOTORS, 150/6, West End Lane, N.W.6. Hampstead 1177. [6103

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd. S.W.3 Tel. Flax 4601-3. [0374

Austin Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

Austin Miscellaneous Cars Wanted

C. G. NORMAN & Co.

AUTHORIZED Austin retailers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

WE wish to purchase post-war Austins, all models.

BROWN & MALLALIEU, Ltd., General St., Blackpool. Tel. 22522. [5401

AUSTINS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0622

CASH immediately for good Austin.—H. F. Edwards, 28, Upper High St., Epsom 9400. [6385

DOBSONS, Ltd., Staines, Middlesex, Tel. 801, are cash buyers of good Austin cars of all types. [1753

ALL models Austin urgently required.—Corbitt & Taylor, 28, Conduit Mews, W.2. Amb. 6040. [9639

RAWLINGS BROS., Ltd., 87a, Cromwell Rd., S.W.7. Frobisher 8161, are buyers all types post-war Austins. [0416

BRITISH & COLONIAL MOTORS, Ltd., require good Austin cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6526

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 233. [0541

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [0612

APPROACH us first before disposing of your Austin car.—Tankard & Smith Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4601-3. [6569

1938-39 Austin 10 or 12 required; must be clean and genuine, mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011. [0313

Austin Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0232

C. G. NORMAN & Co.

AUTHORISED Austin retailers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

THE CAR MART, Ltd.,

LONDON distributors, spare parts for all models, cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing W.5. (Ealing 6717.) [0160

FOR Austin mudguards, running boards, 1931-39.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0362

AUSTIN 7 spares, 1922-38, practically everything in stock, new and second-hand.—Price, Three Shires Oak, Bearwood, Birmingham [4789

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first, 45-47, Newington Causeway, S.E.1 Hop. 2852, 2820.

BROCKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0208

NEW gears, suitable 7-10hp, etc.; reconditioned exchange gear boxes; repairs; trade discount.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 2647. [0198

AUSTIN spares and vehicle parts, new and replacement units from the largest stock in South London; free delivery in many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. [0285

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184

BENTLEY (3½ & 4¼-litre)

C
M

CAR MART, Ltd.

1950 Bentley Mark VI Steel saloon, 8,000 miles; £5,950.

1948 Bentley Mark VI Steel saloon, 12,000 miles; £5,250.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6454

J
B

JACK BARCLAY LIMITED

LARGEST Official Retailers of Rolls-Royce and Bentley.—Stock list of used models on request to

12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444 [0067

FOX.

OFFICIALLY appointed Rolls-Royce and Bentley retailers, special retailers of H. J. Mulliner coachwork, offer the following from their large, specially selected post-war stock, for immediate delivery.

1949 standard steel saloon on Bentley chassis, metallic grey with maroon leather, 17,000 miles.

H. A. FOX & Co., Ltd., 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687.

FOX. [0651

FRANK DALE offers:—

1936 Bentley 4¼-litre Park Ward 4-door sports saloon, in outstanding condition; £1,550.

1934 Bentley 3½-litre Vanden Plas foursome drop head coupe, excellent order throughout; £1,250.—66, Princes Gate Mews, Exhibition Rd., S.W.7. Kensington 6860. [2680

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½ & 4¼-litre)

H
R
H. R. OWEN, Ltd.
17 Berkeley St.,
GREAT Britain's leading specialists in Rolls-Royce and Bentley cars.
PROUD Members of the Swain Group
A NATIONAL Motoring Organisation.

1949 Bentley 4¼-litre Mk. VI standard steel sports saloon, S.R. coachwork by Bentley; colour black and grey with beige hide upholstery; picnic tables, compacts, H.M.V. radio with roof aerial, heater and demister, spot lamp, wheel fairings, wheel discs. Ref. H.4584.

1948 Bentley 4¼-litre Mk. VI standard steel sports saloon, S.R. coachwork by Bentley; colour dual grey with grey hide upholstery; radio, roof aerial, heater and demister, compacts, spot lamp, valances to rear wings, overriders to bumpers. Ref. H.6691.

1940 Bentley 4¼-litre overdrive sports saloon, S.R. finished in grey with maroon hide upholstery; radio, roof aerial, spot lamp, twin horns. Ref. H.6633.

1939 Bentley 4¼-litre overdrive sports saloon S.R., colour black with light brown hide upholstery; radio, reversing light, spot lamp, discs, a/mounted spare with cover. Ref. H.6472.

ALL cars carry our unique six months' guarantee, unless otherwise stated at time of purchase. Please write or 'phone for details to:—
H. R. OWEN, Ltd.,
17. Berkeley St.,
LONDON, W.1.
TEL.: Mayfair 9060. [6505

RIPPON.
RIPPON.
RIPPON BROS., Ltd.
NORTHERN Bentley Specialists.

1948 Mark VI standard saloon, mistletoe green with beige leather.
1948 Mark VI standard saloon, black with blue leather upholstery.
1937 4¼-litre 4-door sports saloon by Thrupp & Maberly, black with blue leather upholstery.
1934 3½-litre 4-door sports saloon by Park Ward, black with brown leather.
FOR further particulars contact the largest Bentley distributors.
RIPPON BROS., Ltd., Huddersfield 6340 (5 lines); also at Bradford, Leeds and Sheffield. [0906

R. C. MORTLAKE offers:—
1937 4¼-litre Bentley foursome drop head coupe by Park Ward, immaculate in every way, known mileage.
1937 4¼-litre razor-edged sports saloon, Freestone and Webb, known mileage.—R. C. Mortlake, 283, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 4604. [2863

RUSSELL MOTORS offer:—
1935 3½-litre Bentley saloon by Park Ward, 51,000 miles only, exceptional car.
THE above car subject to any trial or examination.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9000. [3336

BROOKLANDS for individuality.
1948 Bentley Mark VI Standard saloon, black, speedometer reading 14,000 miles.
BUY or sell your car at
103. New Bond St., London, W.1. Mayfair 8351/6. [6949

HAROLD RADFORD & Co., Ltd.
INVITE you to call and inspect their unique selection of Bentley cars.
1948 (Nov.) Mark VI Bentley standard steel saloon, passed by Bentleys, speedometer reading 38,000 miles, black, beige upholstery, in beautiful condition throughout.
1948 (Feb.) Mark VI Bentley standard steel saloon, passed by Bentleys, with new modifications, speedometer reading 16,783 miles, colour black and silver with brown leather upholstery, in faultless condition.
1948 (Feb.) Mark VI Bentley standard steel saloon, passed by Bentleys with new modifications, speedometer reading 20,000 miles, colour black with brown leather upholstery, in immaculate condition.
1939 (May) 4¼-litre Bentley razor edge saloon by Freestone & Webb, black, beige upholstery, speedometer reading 75,000 miles, a particularly fine car in exceptional condition throughout.
1935 3½-litre Bentley all-weather tourer with winding windows by Vanden Plas, reconditioned and in first-class condition.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [8357

JACK OLDING OF MAYFAIR offer:—
1948 Mark VI Bentley fitted with semi-razor-edged saloon by Freestone & Webb, black/brown leather, 34,000 miles.
1949 Mark VI Bentley special foursome d/h coupe with P/O head by Abbotts of Farnham, 19,500 miles, mistletoe green
1936 4¼-litre Bentley saloon by H. J. Mulliner, black, brown leather.
1939 4¼-litre Bentley overdrive 2-door fixed head coupe by Park Ward, black/beige leather upholstery, only 43,000 miles.
DELIVERY of new and used cars quoted on application.
AUDLEY House, North Audley St., W.1. Mayfair 5242. [6257

4¼-litre Bentley Vanden Plas saloon; reasonable price.—Lawton-Goodman, 36, North Audley St., W.1. [6398

BENTLEY (3½ & 4¼-litre)

SWANMORE CAR SALES, Boscombe.
1936 Bentley 4¼ sports saloon by James Young.
EXCHANGES and terms.—Swanmore Car Sales, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [6160

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1935 (Dec.) Bentley 3½-litre Park Ward saloon, excellent condition; £1,450.
1948 Bentley Mark VI saloon, beige, 13,500 miles; £4,895.
1937 Bentley 4¼-litre d/h coupe, H. J. Mulliner, resprayed and reconditioned; £1,895.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [6637

LARGE stock of 3½-4¼ Bentley cars for disposal.
H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9060 (10 lines). [0096

MASCOT MOTORS, Ltd., offer 2 quite exceptional Bentleys:—
1936 (Nov.) 4¼-litre P.W. sports saloon, 62,000 miles.
1934 (Dec.) 3½-litre P.W. special sports saloon, 76,000.
WE are anxious to purchase 4¼- and 3½-litre Bentleys.
MASCOT MOTORS, Ltd., 257, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [6230

BELLS SERVICE GARAGES offer the following Bentleys:—
1938 Bentley 4¼-litre (1st registered June, 1939) Park Ward sports saloon, green with grey leather; £2,150.
1936 (December) Bentley 4¼-litre sports saloon, Mulliner body, black with chromium waistband, new fawn leather interior; £1,695.
ALL the above can be viewed at
BELLS SERVICE GARAGES, 144, London Rd., Kingston-on-Thames. Kingston 1185. [4130

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:
1937 Bentley 4¼-litre 4 light 2-door d/h coupe by Young of Bromley, parallel opening doors, recent engine overhaul, beautiful condition throughout; £1,950.
1936 Bentley 3½-litre 4-door saloon by Gurney Nutting, black, red leather, excellent condition; £1,595. [6097

BENTLEY 3½-litre, ride control, 1935, attractive 2-door 4-seater saloon by Gurney Nutting; £1,300.—Mayfair 5341. [6595

BENTLEY 1937 4¼-litre saloon, black and sand, resleeved, new pistons, many extras and in excellent order throughout.—Apply W. O. Alldritt, Alsager 119, Stoke-on-Trent. [6711

1939 Park Ward 4¼-litre overdrive 4-door black Saloon, Boot, leather, excellent throughout, good history; reasonable cost.—Alps, Providence Court, Grosvenor Square, W.1. [6585

£1495.—1938 (June) Rolls-Bentley 2-door sports saloon, 2-tone grey, maroon leather, new tyres, £650 overhaul (bills available).—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6460. [6696

1937 (March) Bentley 4¼-litre fitted beautifully aligned Gurney Nutting 4-door sports saloon body with swept tail, black, grey leather, discs, immaculate and imposing car; terms, exchanges.—H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6380

BENTLEY 4¼-litre Mark VI standard steel saloon, first registered May, 1949, 2-tone grey with blue leather upholstery, complete with wireless, heater, demister and several extras, 1 owner, 15,000 miles, taxed for year, passed by Bentley Motors; £5,450.
KENNINGS, Ltd., Leadmill Rd., Sheffield, 1. Tel No. 26451. [6132

1949 Mk VI Bentley Steel saloon, metallic grey, blue-grey pleated hide, chrome waistband, under 17,000 miles, the car has been serviced by Bentleys, is in first-class condition including new tyres.—Secretary, Hayes Engineers (Leeds), Ltd., Gelderd Rd., Leeds, 12. Tel. 30721. [6415

BENTLEY (other than 3½ & 4¼-litre)

1930 Bentley 4½-litre Vanden Plas tourer, British racing green, in original condition throughout, and very carefully maintained, 80,000 miles; £575.
H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [6402

Bentley Cars Wanted

S
G
OUR demand is urgent.
OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies. London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head office: Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0515

C
M
THE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0958

A
BENTLEY
CAR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition; urgently wanted, 1946-7-8 Mark VI standard saloons.
R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. 3431/2. [5881

J. MARSHALL.
WANTED.—Bentley 3½- and 4¼-litres, all types of coachwork, any condition; immediate cash settlement.
J. MARSHALL, 880 St. Albans Rd., Watford. Tel. Garston 2369. [0487

Bentley Cars Wanted

BENTLEY or Rolls-Royce owners with cars for disposal are invited to get in touch with
JACK BARCLAY, Ltd.,
OFFICIAL retailers of Rolls-Royce and Bentley.
12-13, St. George Street, Hanover Square, W.1. Tel. May. 7444. [0698

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

HOOPER & Co. (COACHBUILDERS), Ltd., 54, St. James's St., Piccadilly, London, S.W.1. Regent 3242.
WILL be pleased to purchase pre-war and post-war Bentleys; expert advice and valuation of your present Bentley will be gladly given should you wish to visit our St. James's St. showrooms. [0904

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. [0540

THE BASINGSTOKE MOTOR Co. wish to purchase 3½- and early 4¼-litre models; fair price offered.—By-Pass Road, Basingstoke. [0854

URGENTLY required before July, 3½ or 4¼ Rolls-Bentley, not more than £1,850.—Write 30, Kings Drive, Thames Ditton, Surrey. [6405

BENTLEY Mark VI standard saloons required in first-class condition by R. C. Wimbush, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [9757

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0068

WADHAM BROS., Ltd., leading special retailers, wish to purchase good pre- and post-war Bentley and Rolls-Royce cars. — Banister Road, Southampton 2991/5. [9175

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907

1938 Bentley 4¼-litre drop head coupe, Mulliner or Park Ward body.—All particulars to T. R. Jones, Globe Hotel, St. Janus St., Weston-Super-Mare. Tel. 6185. [6138

3½ & 4¼ Bentleys urgently required, pre- or post-war, cash or exchanges.—Swanmore Car Sales, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [6161

JACK OLDING, Ltd., 8-10 North Audley St., W.1, official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0613

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works and stores, 12 Wellesley Ave., W.6. Riv. 1413. [0592

EX-ARMY officer requires 3½ or 4¼ Rolls-Bentley for Continental tour, superb coachwork not essential; up to £1,500 available.—Letters please 20, Brim Hill, Hampstead Garden Suburb, London, N.2. [6404

ENTHUSIAST wishes to purchase for cash 3½- or 4¼-litre Rolls-Bentley.—Fullest possible particulars to Advertiser, 25, Green Walk, Hendon, N.W.4, or telephone Hendon 0521, after 6 p.m. or week-ends. [3361

Bentley Spares and Service

JACK BARCLAY, Ltd.
LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stocks of spares for all types.
WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (6 lines). [0634

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.
SHOWROOMS: 18, Berkeley St., W.1. May. 6266.
SPARE parts.
SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [0583

MERCHISTON MOTORS, specialists for Bentley and Rolls-Royce.—Works Director, Wilkie Wilkinson, 12-13, Merchiston Mews, Edinburgh, 11. Tel. Jubilee 2785. [7206

CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce models; servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464 [6353

H. A. FOX & Co., Ltd., officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. Service works: 212, New Kings Rd., Fulham, London, S.W.6. Tel. Renown 3866. [0447

B.M.W.

DICKS CAR SALES offer:—
1936 B.M.W. drop head foursome coupe, bills here £200 overhaul; £395.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6896-9. [3804

BRISTOL

U M Ltd.
UNIVERSITY MOTORS, Ltd., Joint Distributors London, Home and Eastern Counties; also Berks, Beds and Bucks.
UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [9166

A. F.N., Ltd.
1949 Bristol Type 400 saloon, royal blue, heater, Radiomobile, opening rear window.
1948 Type 400 saloon, metallic green, heater, Radiomobile, one owner, immaculate appearance.
FALCON Works, London Rd., Isleworth, Middlesex. (Hounslow 0011.) [5004

KEVILL DAVIES & MARCH, Ltd.,
OFFICIAL Bristol retailers.
41-42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [0296

1949 Bristol 400 saloon, low mileage, radio, heater, excellent chassis.—J. F. Crawley, 46, Kensington Court, W.8. Western 6815. [5343

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL

BRISTOL type 400 July, 1946, alpine mist, radio, 12,000 m.les; £2,150.—Continental Cars, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [6234

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490

BRISTOL 400 modified to 401, headlamps, etc., 10,000 miles, real connoisseurs car in faultless condition; £3,100; any trial.—Wilmcote Service Station, nr. Tamworth. Tel. 481. [5230

1950 (April) Bristol 401 saloon, Bristol red, radio, heater, thief-proof device, etc., 12,000 miles.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [6036

ANTHONY CROOK offers used Bristols.—Type 400, 401 and 402; also a special B.M.W. car fitted with Bristol engine, gear box, etc. (see advertisement under Frazer Nash-B.M.W.), all cars offered by us have been thoroughly checked over in our specially equipped works by trained staff specialising in Bristol cars since their inception; all spares, reconditioned engines, and other units in stock ready for immediate fitting to all models; the advantages of dealing with leading distributors will be obvious; write or tel for full details, catalogues, reprints, etc.—Anthony Crook Motors, Ltd., Caterham Hill, Surrey. Tel. Caterham 2232-3. [6345

Bristol Cars Wanted

BARTLETT, the Bristol buyers, 27a, Pembridge Villas, W.11. Bayswater 0523. [6510

A.F.N., Ltd., will purchase or accept in exchange Bristol cars.—Falcon Works, London Rd., Isleworth, Middlesex. [0476

ANTHONY CROOK purchases used Bristols on sight for cash.—Anthony Crook, leading Bristol distributors,—Caterham Hill, Surrey. Tel. 2232/3. [5049

Bristol Spares and Service

UM. Ltd.

UNIVERSITY MOTORS, Ltd., Bristol distributors, 7, Hertford St., Mayfair, W.1. Grosvenor 4141.

B.S.A.

345 gns.—B.S.A. Scout, 1939, 10hp Series 6 2-seater, black, red leather, excellent condition; terms, exchanges.—Rowland Smith, below.

325 gns.—B.S.A. Scout, 1936, 10hp Series 5 2-seater, red, maroon leather, £50 overhaul, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6664

TANKARD & SMITH, Ltd., offer 1938 B.S.A. Scout fixed head coupe (in black with red leather; very clean little car in much above average condition; £350; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [6503

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WY the hire-purchase specialists are still buying B.S.A.s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [0839

B.S.A. Spares and Service

BASIL ROY Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161 Gt. Portland St., W.1. Langham 7733. [0144

SPARE parts for 10hp and 12/6 fluid flywheel models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3 [0641

BUGATTI

BUGATTI type 50 4,536cc supercharged 2-3-seater with large dickey, modern appearance, completely rebuilt by experts 1947, £10 tax, in really exceptional condition throughout; £450.—Regent Motors, Cheltenham. Tel. 2041. [6090

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6 Maida Vale 1331 [0071

BUICK

GENUINE 1949 model Buick Eight Roadmaster 6-seater sports sedan model 70, with Dynaflow drive, magnificently elegant and at the same time distinguished looking post war American car, equipped with the latest hydromatic clutchless drive, immaculate coachwork with super heavy mouldings to front grille, 4 Ventiports on either side of front fender, heavy chromed rubbing strip extending full length of bodywork with steel gravel deflector on rear fender, latest type extra large curved windscreen, moulded type curved rear window giving max mum visibility, sumptuous interior upholstery in grey broadcloth protected by Tygan washable loose covers, there are no extras on this model as every conceivable luxury is fitted as standard equipment and includes built-in push-button radio with variable tone control, built-in air conditioner with separate de-icing and de-misting, push-button hand brake blinkers, automatic door lighting, map lights, Pilot centred instrument panel, etc., of the car's mechanical condition there can be no doubt whatsoever, performance is literally effortless and will even delight the motorist who demands that everything about a car shall be 100%; this Buick is, of course, guaranteed by us in writing and is open to any examination by A.A., R.A.C., or other authority.—See below.

BUICK Super Eight Series 50 4-door touring saloon, 1946 model, immaculately finished in latest American can shade of deep metallic maroon, fully chromed new look m uth organ front, with small lateral openings topping front grille, extra heavy type chromed waistline extending full length of bodywork; interior beautifully upholstered in duo-coloured broadcloth with Lumite fabric loose covers automatic door lighting, white wall tyres, built-in press button radio, controllable heating, de-misting and de-icing, in fact every possible luxury that a motorist can possibly wish for, mechanical condition no less outstanding than the appearance, giving a smooth, luxurious ride with steering, braking and road-holding leaving nothing to be desired, moderate mileage; write for post free catalogue to

CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. 2041 (5 lines). 400 other cars ready for inspection and purchase; hire purchase, part exchanges; a free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday to Saturday. [6625

BUICK

SIMPSON'S MOTORS offer:—

1948 Buick Super, radio, heater, American covers, white walls, low mileage; for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [6291

JOE THOMPSON (MOTORS), Ltd., offer:—

1947 Buick 51 super saloon, r.h.d. low mileage.

1948 Buick 51 super saloon, r.h.d., low mileage.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4856.

LIMOUSINE 1937 roomy 8-seater; £750.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2.

JULY, 1937, Buick 90.5hp Viceroy saloon, exceptional condition; £455.—Reeves Motors, Grand Parade, Forty Lane, Wembley Arnold 3004. [5870

BUICK 1938 50hp saloon, immaculate throughout, exceptionally fine mechanically; £495.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. Prospect 7520. [5724

1937 Buick, 45,000 miles, colour grey, like new, leather interior; £550.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6486

1938 Buick 50.5hp Viceroy de luxe four-door sal. in unmarred one-owner condition, very low total mileage, real hide upholstery, new tyres, mechanically faultless; £645; terms arranged.—Wilcox Automobiles, High St., Kingston-on-Thames. Kin. 1926/1793. [5421

A & S Limousine 1939 Double Enclosed, widest occasionals, black, meticulously maintained, exceptional throughout.

7-passenger 1939 Coachbuilt 4-door Saloon, sensible occasionals, leather upholstery, capacious boot, hydraulic jacks, lavishly equipped, exceptionally attractive, (ideal Continental touring) reasonable cost. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair-2941. [6594

Buick Cars Wanted

CASH immediately for good Buick.—H. F. Edwards, 154, Gt. Titchfield St. W.1. Langham 0012. [6372

BRITISH & COLONIAL MOTORS, Ltd., require good Buick cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6527

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick from 1937 onwards. Wembley 3903. [0664

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars. [0436

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1.—Regent 7121 [0304

COWLEY MOTORS are desirous of purchasing a number of Buick cars; write, telephone or call.—Cowley Motors, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [6283

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

CADILLAC

JOE THOMPSON (MOTORS), Ltd., offers:—

TWO late model Cadillacs for sale.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4856. [5333

WALTER SCOTT, Ltd.—1939 (December) Cadillac Le Salle V 8 sun sal., black, 50,000 miles; just completely recondit. by concessionaires costing over £300, coachwork and chrome as new; Oylers' tailored loose covers, two spare wheels, good tyres, performance as new Cadillac; £895; exchanges, terms.—39, College Crescent, Hampstead N.W 3 (Swiss Cottage Tube). Pri 5914. [4146

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac from 1937 onwards. Wembley 3903. [0665

BRITISH & COLONIAL MOTORS, Ltd., require good Cadillac cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6528

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars. [0437

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

CHEVROLET

SIMPSON'S MOTORS offer:—

1949 (genuine) Chevrolet, radio, heater, American covers, 13,000; for full lost see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists) Wembley 3903. [3506

1937 Crevrolet 30hp Master Six saloon de luxe; £375.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [6560

1949 Chevrolet streamline, right-hand drive, 15,000 miles.—Acres Autos, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4, 2 minutes from Clapham North Underground. Tel. Macaulay 2211 and 2212. [5568

CHEVROLET fixed head four-seater coupe 1939 six-cylinder 30hp recently recellulosed black, a very attractive car open to any trial or examination; £300; all Fords required.—W. J. Reynolds (Motors), Ltd., Ford House, New Rd., Dagenham, Essex. Rainham 770 (6 lines). [6652

CHEVROLET

1946 (reg.) approximately 1945/6 model Chevrolet drop head foursome, bench type rear seat, power operated hood, vacuumatic gear change, engine just reslieved; the car is finished in light grey with red leather upholstery and is in beautiful condition having a modern post-war type of front with all the chromium fittings in perfect and original condition, a most outstanding car; £638.—Peter Bantock Car Sales, 104, High Rd., Chiswick. Chiswick 2725/5870. [5007

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet from 1937 onwards. Wembley 3903. [0666

DISTRIBUTORS for Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6531

Chevrolet Spares and Service

FOR private vehicles only—distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane W.C.2. Tem. 3588. [6540

CHRYSLER

1936 Chrysler Wimbledon 24hp, good condition; £200.—Ken. 1376. [6421

1947 Clipper, r.h.d., black, superlative, private owner; offers wanted.—Box 1258. [4360

TOURER C7 model 27hp Chrysler, overdrive, etc.; £395.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [6391

1947 Chrysler New Yorker, in really magnificent condition, 15,000 miles, right-hand drive.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [5247

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Road, Swiss Cottage, N.W.6. Mal. 5555/2155. [0645

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chrysler from 1937 onwards. Wembley 3903. [0667

WANTED by vintage enthusiast, Chrysler 1927-28.—Write price and particulars to Walker, 321, Halifax Rd., Flightown, Liversedge, Yorks. [6705

7-Seaters 1937/38/39 Royal-Wimbledon-Dodge, privately owned Limousines required. Alpe, Providence Court, Grosvenor Square. Mayfair-2941. [6270

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, spares for all models; exchange recondition units in stock.—59-64, Belsize Road, N.W.6. Mal 5555/2155 [0495

CHRYSLER official service agents

REPAIRS, spares exchange engine service.—Church Road Eng. Co Ltd Hadleigh Essex. Tel. Hadleigh (Essex) 58474/57127 [0868

CHRYSLER Specialists repairs spares, exchange engine service.—L. A. Mitchell (Motors) Ltd., 1, Balham High Rd London S.W.12 Tel. Balham 2234.

CITROEN

JOHN S. TRUSCOT, Ltd

A COMPREHENSIVE range of post-war Citroens is always maintained, present stock includes two 1950 saloons, one 1948 saloon, one 1947 saloon, only first-class examples are offered; full details on request.—175, Westbourne Grove, W.11. Bay. 6274.

H. A. SAUNDERS, Ltd., offer:—

1950 Citroen saloon, black, with red leather upholstery, 12,000 miles; £1,350.

836—942, High Rd., N.12. Hillside 0024. [6479

ACE SERVICE STATION (LONDON), Ltd.,

THE Citroen distributors, offer:—

CITROEN 1948 Light 15 saloon, black, red leather, fitted radio, heater, spring spoke steering wheel; £365.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [6570

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Citroen, black with red leather, 12,000 miles; £1,375.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [6641

H. W. MOTORS, Ltd., the Citroen specialists, offer:—

1947 (Oct.) Light 15 saloon de luxe, black, brown leather, new tyres; £935.

1947 (Nov., '46) Light 15 saloon de luxe, black, brown leather; £895.

THE above first-rate examples of the post-war Citroen have been carefully selected, thoroughly checked and are offered with the backing of our specialised Citroen service.

H. W. MOTORS, Ltd., Walton-on-Thames 785 and 1437. [3543

ACLAND & TABOR, Ltd., Welwyn 481, offer with 3 months' guarantee:—

1946 (Sept.) Citroen Light 15 saloon, 4-door, black, beige hide, radio, excellent condition; £825. [6099

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.

CITROEN Light 15 sports saloon, 1950 model, sea green with beige leather, push-button radio, as new.

CITROEN Light 15 sports saloon, 1948, black, in very good condition.

ROADSTER sports 2-seater Light 15, maroon, red leather, late 1938, beautiful condition.—Flaxman 0052/7253/7154. [5328

WORTHING MOTOR Co., Ltd., for Citroen sales, spares, service.—Tel. Worthing 71. [4383

CITROEN Light 15 de luxe 1950, under 6,000; £1,350.—Mr. D. J. Irwin, 5, The Headway, Ewell, Surrey [6679

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROEN

1934 Citroen 14hp saloon, take a journey of 400 miles with confidence, clean with well-kept interior, £150.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [6016

1948 Light 15 de luxe saloon, black, red leather, 17,000 miles, 1 owner, perfect condition; £1,050.—Box 1405. [5170

1947 Citroen Light 15, finished metallic steel, 1/h steering, perfect condition.—Inspect Wembley Ice Co., Empire Way, Wembley. [6119

CITROEN roadster, 1937 (late), reconditioned engine, excellent condition; £565.—Continental Cars, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [6235

1939 Citroen Light saloon, left-hand drive. £50 engine overhaul, sound car; £365 or nearest.—S. & S. Motors, 165a, Westbourne Grove, W.11. Bayswater 1644. [5870

1939 Citroen Light 15 saloon, sunshine roof, excellent condition throughout; £495; terms and exchanges.—Ross Motors, Ltd., Regent St., Hinckley, Leics. Tel. 558. [6091

1950 (March) Citroen Light 15, genuine mileage, 15,000 miles under 1 owner, sunshine roof, maroon with red leather upholstery, showroom appearance and splendid performance, fast, inspection and trial by appointment only.—Medley, 38, Market Place, Hull. [6065

£575.—Citroen 12hp de luxe sports saloon; this car is so immaculate and having identical shape to post-war vehicle, no one looking at it could possibly believe it to be pre-war example, recently overhauled, literally looks and runs like £900 post-war vehicle, 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [5961

Citroen Cars Wanted

C. G. NORMAN & Co.,

CITROEN Sole Distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

ACE SERVICE STATION (LONDON) Ltd.,

ARE anxious to purchase an unlimited number of good Citroen cars; as Citroen distributors we are able to offer extremely good prices

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [0004

1949-50 Citroens wanted; please give particulars and price.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0877

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

H. W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 783 and 1437.

JOHN S. TRUSCOTT, Ltd., urgently require low mileage really well-kept Citroens.—173, Westbourne Grove, W.11. Bay. 4276. [6149

KENTISH & THOMSON, Ltd., urgently require good post-war Citroen cars.—564-566, Wickham Rd., Shirley, Croydon. Springpark 3477. [1798

Citroen Spares and Service

C. G. NORMAN & Co.,

CITROEN sole distributors for the County of London. Citroen spares and service.—50, Vauxhall Bridge Rd., S.W.1. Victoria 2211. [0756

SOUTH of the Thames

BALES of Croydon.—Distributors and specialists for over 25 years. Tel Croydon 3131-2. [0187

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. 'Grams, Truble.

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4862.—Citroen spares, reconditioned drive, trains, 48-hr. service. [6161

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0800

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr; all spares stocked. [1543

DAIMLER

CAR MART, Ltd.

1950 Daimler 2½-litre drop head coupe, 5,000 miles; £2,350.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6461

BROWN'S for Daimlers.

1939 2½-litre Daimler saloon de luxe, 1 owner, 41,000 miles only since new, immaculate condition; £895.

1939 Daimler 2½-litre saloon de luxe, immaculate condition; £825.—Brown's Garage, Loughton (Essex) 4119 (Tube). [6290

TOM GARNER, Ltd., offer

1949 Daimler 2½-litre drop head coupe, black with brown leather, radio, heater, 7,000 miles.

TOM GARNER, Ltd., 10-12 Peter St., Manchester, 2. Blackfriars 9265-6. [6320

WARWICK WRIGHT, Ltd., offer:—

1948 Daimler 2½-litre saloon, black, brown leather, 12,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6610

STRATSTONE, Ltd., Daimler Specialists.

OFFER a selection of good used Daimler models; expertly examined and serviced.—40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Square, W.C.1 (Terminus 7484). [5338

DAIMLER

C. A. PETO, Ltd.—1939 2½-litre Daimler saloon; £825.—42, North Audley St., W.1. Mayfair 3051. [6352

DAIMLER 20hp with division, 1930, excellent condition; £120, offers.—27, Elmer Ave., Southend-on-Sea. [6410

C. A. PETO, Ltd.—1948 (Nov.) 2½-litre Daimler saloon, maroon; £1,850.—42, North Audley St., W.1. Mayfair 3051. [6347

1950 2½-litre Daimler d.h. coupe by Barker, 10,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3586. [6637

1938 Daimler 2½-litre saloon, one owner, exceptionally low mileage.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [6558

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5406. [0544

£575.—1937 Daimler 20 sports saloon, Mulliner body, 35,000 miles; this car is in original and immaculate condition.—Morgan, 17, Westmoreland Rd., S.E.17. Rod. 3066. [4245

1946 (Dec.) Daimler Straight 8 close coupled touring limousine by Freestone & Webb, finished in dark blue with black wings, very low mileage; £2,700; taxed and insured to December, 1951.

1939 Daimler 24hp E.S. type saloon, blue with black wings, in first-class condition throughout; £895; taxed and insured to December, 1951.

FULL details from Rhodyate Service Station, Cleeve, Nr. Bristol. [4528

WALTER SCOTT, Ltd.—1939 Daimler 2½-litre saloon, black, red leather, carefully used, excellent condition; £785.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5814. [6331

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SECOND-TO-NONE in PULLING POWER

R. S. CURRIE & Co., Ltd.—1938 Daimler 17hp saloon, black with brown leather, in immaculate condition throughout, must be seen to be appreciated; £845.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [3010

1948 (April) 2½-litre Daimler de luxe saloon, black, chromium, brown leather interior, one ownership, immaculate and outstanding appearance, thoroughly recommended; written guarantee, terms, exchanges.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Ewell 5101. [6390

A & S Limousines 1937/1938 Straight-8/32hp Hooper, Barker, partition, widest occasionals, black, private owners.

LIMOUSINES 1937/38/1939 EL.24, partition, widest occasionals, excellent condition carriages, black, certified mechanically, from-£685.

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair-2941. [6595

Daimler Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434. [0959

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0932

CASH immediately for good Daimler.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6373

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require Daimler cars in first-class condition.—Mayfair 3051. [5755

BRITISH & COLONIAL MOTORS, Ltd., require good Daimler cars.—Upper St. Martin's Lane, W.C.2. Tem. 3586. [6520

STRATSTONE, Ltd., wish to purchase Daimler cars in good condition; prompt inspection and payment.—40, Berkeley St., W.1. (Mayfair 4404.) [9284

LIMOUSINES modern 24hp, also 8-cyl-32, urgently required, cash waiting, details please:—Alpe & Saunders Providence Court Grosvenor Square, Mayfair-2941. [6271

Daimler Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS Ltd.—Preselector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 [0236

PRE-SELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0145

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service.—Kidderminster Rd. Croydon 5775. [0688

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3.

DELAGE

DELAGE D6/70 black saloon, 1936, maintained in excellent condition throughout, extras, high cruising in safety and comfort.—Jones, Locarno Rd., Acton, W.3. Aco. 4432. [6062

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Delage 1950 fitted with very beautiful foursome drophead coupe body by Guillore, Paris, one owner, radio, etc., negligible mileage, late property of film star, very fast.—Flaxman 0052/7253/7154. [3550

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., concessionaires for G.B., Brit. Empire, U.S.A.; rapid engine and body repairs, parts in stock.—45, S. Audley St., W.1. [0660

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd., concessionaires for G.B., Brit. Empire, U.S.A.; rapid engine and body repairs, parts in stock.—45, St. Audley St., W.1. [0659

D.K.W.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks, £10/10; both items on exchange basis, plus packing, etc., repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michaels St., W.2. Paddington 6877. [0016

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 81-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066

DODGE

1940 Dodge Victory 26hp de luxe saloon, fluidrive, steering wheel change, registered mark 1940; this immaculate car finished in old gold with natural pigskin upholstery; has had one owner from new; many expensive extras including radio; total mileage in the region of only 40,000; 5 brand new tyres; the whole is in 100% condition, both as regards appearance and mechanical condition; £875.—Tel. Seven Kings 3536. 10 a.m. to 4 p.m. [5769

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex. Tel. 58474/57127. [0199

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [0562

FIAT

MAYFAIR GARAGES, Ltd., for your Fiat.—Below.

MAYFAIR GARAGES, Ltd.—Second series (1939-40) 500 de luxe convertible coupes, fully reconditioned back to almost new condition; available in black, blue, grey, jade, red and stone, with upholstery and new hood, mats and trimmings to match; 3 months' guarantee; £425.—Below.

MAYFAIR GARAGES, Ltd.—Late 1939 500 de luxe convertible coupe, black and beige, with leather upholstery, smart car with outstanding road performance; 3 months' guarantee; £385.—Below.

MAYFAIR GARAGES, Ltd.—1938 500 de luxe convertible coupe, silver and red with leather upholstery, good tyres, smart car, in excellent condition throughout; 3 months' guarantee; £325.—Below.

MAYFAIR GARAGES, Ltd.—Late 1937 500 de luxe convertible coupe, red with leather upholstery and loose covers, modified engine, smart car, in excellent condition throughout; 3 months' guarantee; £295.—Below.

MAYFAIR GARAGES, Ltd.—16 Fiats in stock.—Below.

MAYFAIR GARAGES, Ltd.—Send for descriptive list and copy of "Autocar" Road Test report; hire purchase terms, one-third down.—Below.

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Sats 9-12. [6219

FIAT 500, 1937, £295 or offer, recent overhaul.—Tel. Vic. 3800. Rodney 502. [6710

£245.—Fiat 500 1937 cabriolet, excellent mechanical condition, good hood, cellulose, interior, etc.; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [6107

FIAT 500 very good car, grey with fawn carpeting, Philco radio, immersion heater, s.u., muff, interior heater partly fitted, good tyres, battery, etc.; £325.—Learoyd, 4, Sydenham Hill, S.E.26. [6731

245 gns.—Fiat 500, August 1938, convertible coupe, blue, red leather; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6679

FIAT 1100 pillarless saloon, in really exceptional mechanical and coachwork condition, nearly new tyres all round, cellulosed blue and black, blue leather, many extras, late property Earl Howe, taxed; £550.—Below.

1939 Fiat 500 de luxe cabriolet, completely rebuilt, recellulosed and rechromed recently, very attractive duo-black and silver grey finish, fitted Philco radio, chrome luggage grid, sponge rubber mats, loose covers, taxed, a super model, £425; 1939 Simca ditto, tubular hammock seats, trimmed pigskin, £335.—V. W. Derrington, 159, London Rd., Kingston-on-Thames. Tel. 5621-2 [5679

C. V. RUSHMER, the Fiat specialist, for rebuilt models, fully guaranteed; present stock includes:—500 drop head coupes and 1100 and 1500 saloons; only first-class examples offered.—39, Holland Park, W.11. Park 5731. [6551

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Fiat Cars Wanted

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0933

CASH immediately for good Fiat.—H. F. Edwards, 28, Upper High St., Epsom 9400. [6384

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models Fiat, because we sell more Fiats yearly than any firm in the country; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5. [0695

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FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0136

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5051. 'Grams: Fiat, Wembley. [0909

B.D.J. (ENGLAND), Ltd., offer exchange engines, fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts.—65, Lowlands Rd., Harrow. Byr. 6028. [0325

FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators, in exchange, spare wheel covers, luggage carriers, supercharger sets, Metric spanners, complete servicing all models.—Derrington, 159, London Rd. Kingston 5621-2. [5030

FORD (8 h.p.)

CAR MART, Ltd.

1950 Ford Anglia saloon, 16,000 miles; £725.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6459

BROWN'S for Fords.

1947 Ford Anglia saloon, immaculate condition; £535.—Brown's Garage, Loughton (Essex) 4119 (Tube). [5312

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 1051 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0099

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford Anglia saloon, black, radio, heater, 5,500 miles.

1949 Ford Anglia saloon, green, 4,000 miles.

1949 Ford Anglia saloon, black, 6,200 miles.

1949 Ford Anglia saloon, green, 6,600 miles.

AND many others to select from.

56, Park Lane, W.1, Regent 4666; & 374, Ealing Rd., Alperton, Middx., Perivale 5388. [6464

FORD 8 1949, 6,000 guaranteed, perfect; £85gns.—Harwood Press, West St., Harrow. [6406

1936 Ford 8 saloon, one owner since new, immaculate condition, reconditioned engine; £295.

X. L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8535. [3095

1939 Ford 8 de luxe saloon, far above average; £365; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [8600

BRUTONS, Ltd.—1938 Ford 8 saloon, good condition; £315.—15-16, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [6860

1947 Ford Anglia, 19,000 miles only, genuine, black with brown upholstery, carpets unworn, as new, 3 months' guarantee.

LAWSON PIGOTT MOTORS, Ltd., (Vauxhall Dealers), 320, Kings St., Hammersmith, W.6. Tel. Riverside 4111 and 186, East Barnet Rd., New Barnet. Barnet 8044 and 2353.

1946 Ford 8hp saloon, excellent condition throughout; £565.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [6822

1948 Ford Anglia, black, as new; £620.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [5531

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. A Langham 1594-5.—1946-8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578

1940 Ford 8, genuine Martin Walter Utilecon, one private owner, taxed June; £310.—Wards, of Putney, 72, West Hill S.W.15. Vandyke 1533. [4527

1949 Ford Anglia, finished in beige, red leather, 12,000 miles, as new; £695.—L. F. Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd., Woking 1282. [6258

1946 (June) Ford Anglia, in good condition, with two new tyres, new battery and other parts; can be inspected in West Midlands; £495.—Box 1594. [5166

GOLDERS GREEN, H. A. Saunders, Ltd.—1950 Ford Anglia saloon, black, radio, 2,100 miles, guaranteed. —144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [6190

£245—1937 Ford 8 saloon, good condition, choice of two.—G. F. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [6297

1947 Ford Anglia saloon, one owner since new, just had extensive overhaul and has not been run in, including new engine, brakes, steering, very good condition; £550, or close offer.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-3. [5246

Ford Eight Cars Wanted

CASH waiting for good Ford 8 saloon, not before 1936.—Tel. Ora. 2530. [7327

I REQUIRE post-war Ford 8 urgently.—80, Rycroft Rd., S.W.16. Tulse Hill 1288 (day). [0726

Ford Eight Cars Wanted

CASH buyers of low mileage Ford 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

ALMOST new Ford 8 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0645

C.M.I. CAR SALES wish to buy good Ford 8 cars.—Swiss Cottage, Finchley Rd., Hampstead, N.W.3. Primrose 4405. [6804

1939-1950 Ford 8 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [4915

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0840

FORD (10 h.p.)

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Prefect saloon, green with green leather, 3,270 miles; £915.

1949 Ford Prefect saloon, black with cloth upholstery, mileage 10,041; £850.

1949 Ford Prefect saloon, beige with cloth upholstery, mileage 7,497; £875.

1949 Ford Prefect saloon, black with brown leather upholstery, mileage 16,547; £875.

1948 Ford Prefect saloon, black with cloth upholstery; £725.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [6340

W. J. BROWN, Ltd.

1950 Ford Prefect saloon, colour green with green leather upholstery; £975.

1948 Ford Prefect saloon, colour black with red leather upholstery; £725.

W. J. BROWN, Ltd., Main Ford Dealers, 339, Finchley Rd., N.W.3. Hampstead 4414. [6768

ROUNDABOUT offer:—

1948 model Ford Prefect saloon, leather upholstery; £725.

1947 Ford Prefect saloon, leather upholstery; £695.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [6272

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

PHONE Harrow 1051 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100

DICKS CAR SALES offer:—

1948 Ford 10 saloon, choice of three, some registered 1949; from £675.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [1281

H. A. SAUNDERS, Ltd., offer:—

1950 Ford Prefect saloon, green, with brown leather upholstery, fitted with a specially tuned engine including aluminium head, twin carburettors, etc., also radio, heater, special wheel covers and bumpers, 2,000 miles; £975.

836—842, High Rd., N.12. Hillside 0024. [6469

C.M.I. CAR SALES (Pri. 4405) offer:—

1948 Ford Prefect 4-door saloon, fitted covers, excellent condition.—Swiss Cottage, Finchley, N.W.3. [5063

C.M.I. CAR SALES (Pri. 4405). offer:—

1939 Ford Prefect drop head coupe, exceptional condition.—Swiss Cottage, Finchley, N.W.3. [5321

THE MALL HOUSE MOTOR Co., offer:—

1948 Ford Prefect 4-door saloon, 32,000 miles, £695; another 1948 Prefect, 19,000 miles, in leather, £725; exchanges; hire purchase.—117, High St., Wanstead, E.11. Tel. Wanstead 3537. [6555

1947 Ford 10 Prefect saloon, black; £625.

1946 Ford 10 Prefect saloon, black, really excellent condition throughout; £600.

1948 Ford 10 Prefect saloon, any trial; £695.

1939 Ford 10 4-door saloon, maroon, in exceptionally nice condition throughout; £450.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6703

DAGENHAM MOTORS, Ltd., Ford main dealers.

1950 Ford Prefect saloon, green, brown hide, radio, 10,000 miles.

1949 Ford Prefect saloon, black, cloth, 10,400 miles.

56, Park Lane, W.1, Regent 4666; & 374, Ealing Rd., Alperton, Middx., Perivale 5388. [6467

1947 Ford Prefect 4-door saloon, excellent condition; £645.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [5433

1950 Ford Prefect, fawn, 700 miles only; £925; terms, exchanges.

MASON BROTHERS (MOTOR SHOWROOMS), 151-155, Fitzwilliam St. (off the Moor), Sheffield. 1. Tel. 24687. Open week-ends. [6792

295 gns.—Ford 10, 1938 model, saloon, dark blue; terms; exchanges.—Rowland Smith, below.

345 gns.—Ford Prefect, 1939 model, 10hp saloon, black, sliding head, grey leather, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6865

£175—1935 Ford 10 4-door saloon.—Monahan Motors, 258, London Rd., West Croydon. [6310

FORD (10 h.p.)

1950 series Ford 10 Prefect saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4654/5406. [6214

1949 Ford Prefect, black, leather, low mileage, one owner, in excellent condition; 3 months' guarantee; £625.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 8585.

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. A Langham 1594-5.—1946-8 post-war Prefect saloons, low mileage, all guaranteed. [0579

1947 Ford 10hp saloon, one owner, colour black, really sound car; £650.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [6067

1939 Ford 10hp Prefect sports tourer, excellent order, fitted radio, many extras, 3 months' warranty; £425.—Hoskins, Ladbroke 1155. [6597

FORD 10 utilicon, 1949 model, one owner, taxed, extras, genuine Martin Walter; £600; also Ford Scut van, 1,000 miles.—19, Purley Rd., Sth. Croydon. [6709

£395!—Ford 10 Prefect saloon 1938, with original maker's cellulose in black with red upholstery, sound mechanical order, very special opportunity; write for post-free catalogue to

CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. 2041 (5 lines). 400 other cars ready for inspection and purchase. Hire purchase. Part exchange. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday to Saturday. [6621

1948 Ford Prefect saloon, black, brown leather, one owner, exceptional condition, any trial, 3 months' guarantee, terms and exchange; £765.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [6205

1939 Ford Prefect saloon, leather upholstery, engine and steering overhauled, new roof and interior head lining, post-war alse wheels and tyres fitted, immaculate throughout; 3 months' guarantee; £435.—Griffin's Garage, Weybridge. Tel. 1491. [6739

Ford Ten Cars Wanted

ROWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

I NEED post-war Ford 10 immediately.—Fortune, 17, Aalwood Mews, S.W.7. Tulse Hill 2768 (day). [0730

1950 Ford 10 Prefect saloon required.—Turnbull, Ross House, Station Hill, Winchester. [6216

CASH buyers of low mileage Ford 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

MARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

C.M.I. CAR SALES wish to buy good Ford 10 cars.—Swiss Cottage, Finchley Rd., Hampstead, N.W.3. Primrose 4405. [6805

1939-1950 Ford 10 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta 2232 and 0464. [4916

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0861

FORD (V.8)

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford Pilot saloon, blue with blue leather upholstery, heater and radio; £1,195.

1949 Ford Pilot saloon, black with brown leather, 17,427 miles; £1,175.

1948 Ford Pilot saloon, black with brown leather; £950.

1948 Ford Pilot saloon, black with brown leather, 23,038 miles; £1,015.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [6341

CAR MART, Ltd.

1949 Ford Pilot saloon, radio, heater, 16,000 miles, £1,195.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6480

DICKS CAR SALES offer:—

1946 (reg.) Ford 30hp saloon, steering gear change, fast and economical; £495.

1939 Ford 30hp 91A saloon carefully used fitted radio; £550.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [9237

SIMPSON'S MOTORS offer:—

1948 Ford, American type, right hand drive, seat covers, low mileage, very good condition.

1948 Ford, American type, left hand drive, radio, heater, seat covers, low mileage; for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [6294

H. A. SAUNDERS, Ltd., offer:—

1950 Ford V.8 Pilot saloon, black, with beige leather upholstery, radio, heater, etc., 10,000 miles; £1,595.

836—842, High Rd., N.12. Hillside 0024. [6488

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1936 Ford V.8 coupe; £325.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [3157

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford Pilot saloon, black, brown hide, radio, 13,000 miles.

1949 Ford Pilot saloon, blue, hide, radio, heater, 15,600 miles.

56, Park Lane, W.1, Regent 4666; & 374, Ealing Rd., Alperton, Middx., Perivale 5388. [6466

PERFORMANCE CARS.—See our advertisement under Sports Cars. [2183

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (V.8)

FORD V.8 saloon, registered 1935, very good running order; £155; terms and exchanges.—COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [6543

1949 Pilot saloon, green, choice of 2, moderate mileage; £1,150 each.—Below.

1949 American V.8 Ford saloon, radio, heater, overdrive, loose covers, etc., beautiful condition throughout.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [6436

1949 V.8 saloon, green with beige leather, radio and heater, 14,000 miles; £1,175.—G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 4383. [6701a

1949 Ford Pilot saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4854/3406. [6213

1938 V.8 22hp, reconditioned throughout, 25 m.p.g., taxed; £450.—194, Ross Rd., Hereford. [6075

FORD V.8 bargain! 1938 81A 30hp saloon, new engine; £395.—A.E. Motors, Palmerston Rd., N.W.6. Mal. 4725. [4716

1948 (Aug.) Ford Pilot saloon de luxe, leather, radio, heater, 14,000 miles, immaculate condition; £995.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [5429

FORD Pilot saloon, blue; November 1946; 17,000 miles; two owners; splendid condition, heater, wireless; £1,075.—Chiswick 7123. [6126

1950 Ford Pilot saloon, radio and heater, 6,000 miles.—British & Colonial Motors, Upper St. Martin's Lane, W.C.2. Tem. 3568. [6559

BRUTONS, Ltd.—1937 Ford V.8 22hp, black, replacement engine, taxed; £295.—15-14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [6861

V.8 de luxe 91A drop head, 1939, radio, heater, beautiful car, rare model; £525.—Bunting, 123, Somerford Rd., Christchurch, Hants. [6076

1937 Ford V.8 30hp saloon, very clean, nice runner, just reconditioned throughout; £195.—Turner, 99-115 Clarence Rd. Clapton. Amherst 2000. [5251

GORDON CARS (LONDON), Ltd.—1950 Ford Pilot saloon, green/fawn leather, heater, radio, 5,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6476

1947 Ford V.8 saloon, l/hand drive, 40,000 miles, excellent condition; £1,100.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6497

1949 (June) Ford Pilot, radio, heater, leather, 13,000 miles; £1,200.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1425-4. [4447

1937 Ford V.8 30hp saloon, reconditioned engine, reupholstered, new tyres, radio, etc.; £270 cash or terms arranged.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [1764

AMERICAN Custom Ford, late 1950 33hp 8-cyl, 2-door saloon, extremely low mileage, new condition, automatic overdrive, heater, ventilation, built-in defrosters, and trafficators, etc.; highest offer.—Write Box 1529. [6154

AMERICAN convertible 1948 model Ford Mercury, fitted radio, heater and power-operated top, excellent condition throughout; £1,475 or exchange post-war American saloon, cash adjustment.—Peters, Lowfield Heath, nr. Crawley, Sx. Tel. Crawley 875. [6418

£495.—Model 91a Ford V.8 30hp six-seater touring saloon 1939, very popular 4-door model, nicely upholstered in real leather throughout, outstanding performance yet quite economical for a car of its size; also three post-war Pilots in stock; write for post-free catalogue to

HAMDEN MOTORS Lake St., Leighton Buzzard. Tel. 2041 (5 lines). 400 other cars ready for inspection and purchase. Hire purchase. Part exchanges. A free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday to Saturday. [6622

Ford V.8 Cars Wanted

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0036

ALMOST new Ford V.8 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4486. [0848

SIMPSON'S MOTORS (WEMBLEY), Ltd. urgently require all model Ford V.8s from 1937 onwards. Wembley 3903. [0668

JOHN S. TRUSCOTT, Ltd., urgently require low mileage really well-kept Ford Pilots.—175, Westbourne Grove, W.11. Bay. 4274. [6151

UTILITY—FORD OR OTHER BODIES

£495.—1947 Ford 10cwt metal-bodied utility, one owner only, just like new.—Below.

£575.—Ford sup utility, 1950, brand new, never used, celluloised beautifully; 3 months' guarantee; hire purchase, exchanges.

LAMB'S of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [5859

£250.—91A V.8 Ford utility, £10 tax.—Potter & Richards, 56a, Princes Gate Mews, Exhibition Rd., S.W.7. Kensington 6055. [5080

265 gns.—Ford V.8, 1937 (registered 1938), 30hp 8-seater Utility, grained timber body, glass all round, removable rear seats, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6686

1947 (first registered) Ford Mercury V.8 Utility, replacement engine recently fitted, gear box, clutch, brake system and king pins overhauled, new tyres fitted all round, now being completely renovated and metal work finished in satin bronze, £10 tax; £525.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 5408. [6581

Ford Utility Cars Wanted

FORD 8, 10 and 30hp utilities wanted from 1938 onwards.

GEORGE NEWMAN & Co., 389, Euston Rd., London, N.W.1. Euston 4466. [0060

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

FORD MISCELLANEOUS

1949 Ford Pilot saloon, leather, radio, one owner; £1,175; also

1948 Ford 10 Prefect saloon, leather upholstery, sprung steering wheel, fram cleaner, replacement engine fitted; £795; also

1937 Ford V.8 30 Dagenham-built 7-seater utility; £525.

GEORGE NEWMAN & Co., 389, Euston Rd., N.W.1. Euston 4466. [6171

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax 4801-3. [0376

Ford Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0036

WHAROLD FERRY, Ltd., main Ford dealers, Invicta Works, 275, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [0543

WE wish to purchase post-war Fords, all models.

BROWN & MALLALIEU, Ltd., General St., Blackpool. Tel. 22522. [5403

FORDS wanted.—Smith's, 68, Chalk Farm Rd., N.W.1. Gul. 3767. [0025

CASH immediately for good Ford.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6374

BRITISH & COLONIAL MOTORS, Ltd., require good Ford cars.—Upper St. Martin's Lane, W.C.2. Tem. 3568. [6522

APPROACH us first before disposing of your Ford car.—Tankard & Smith Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-3. [6569

Ford Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0254

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordsons; Dagenham reconditioned engines, 8, 10, and 30hp, always available from stock.

219—221, Balham High Rd., S.W.17. Tel. Balham 4401. Also at

FOORD Rd., Folkestone 51222. [0406

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

VANDYKE 4433 (5 lines). [0814

FRANK G. GATES, Ltd., High Rd., Woodford Green. Tel. Wanstead 2233. Main Ford dealers; service and all spares. [0095

ADLARDS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6431) main Ford dealers, service and all spares. [0110

FOR Ford mudguards, running boards, 1933-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0565

YOUR Ford car will be much improved in comfort and safety after fitting stabilisers to the front and rear springs; all models.—Stabiliser Products, Ltd., Station Parade, Cricklewood, N.W.2. Gladstone 0570. [0281

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041

FRAZER NASH-B.M.W.

BARTLETT.—Frazer Nash-B.M.W. (types 327, 328 and 45 in stock; we are very interested buyers of all models.—27a, Pembridge Villas, W.11. [6514

ROSE & YOUNG, Ltd., offer Frazer Nash-B.M.W. type 328 2-seater in beautiful condition, engine has just been completely overhauled, finished in black with chrome wheels; £985.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill station). Tulse Hill 6464. [6691

ANTHONY CROOK offers highly special car constructed from Frazer Nash-B.M.W. and new Bristol parts, type 327/80 Frazer Nash-B.M.W. (1939) chassis, frame and drop head coupe body, fitted with new Bristol parts as follows, engine (latest 85 C model as fitted to latest type 403 Bristol and specially tuned in Anthony Crook's racing department), Bristol gear box (close ratio with high third gear), Bristol prop-shaft, back axle (with special high ratio crown wheel and pinion), Bristol front suspension and shock absorbers, and steering box, Bristol 12-volt wiring system, latest Lucas PF 770 long range head lamps, Bristol instruments of latest type complete, the exceptional power to weight ratio of this car gives 100 m.p.h. and 30 m.p.g in drop head form, in addition to over £1,000 worth of Bristol parts fitted, this car also has innumerable extras, including Tapley performance gauge, wind horns, fog lamps, extra long range petrol tanks, additional chromium external luggage grid, etc.; the car was specially designed and constructed by us for the owner, and the only reason for sale is delivery of a new Bristol; exceptional value at £1,575.—Anthony Crook Motors, Ltd., leading distributors of Bristol cars, Caterham Hill, Surrey. Tel. Caterham 2232/3. [6348

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

BARTLETT.—We are very interested buyers of all Frazer Nash-B.M.W. models.—27a, Pembridge Villas, W.11. Bayswater 0523. [6511

HANSA

CARS'S MOTOR MART.—1938 Hansa 2000 reg. 1939, 16hp 4-door drop head saloon, speedo reading 22,000 miles; written guarantee.—5, Warren St., W.1. Euston 3523. [4816

HANSA

1938 Hansa 1700 sports saloon, in remarkably good condition, almost new tyres, bodywork finished in silver grey; £450.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 5408. [6576

HEALEY

BROOKLANDS for individuality.

HEALEY distributors for London and Home Counties.

DEMONSTRATION, early delivery of latest models; catalogues and details on request.

1950 Healey Silverstone sports 2-seater, black, excellent throughout.

1949 Healey Elliot saloon, small mileage, immaculate.

1948 Healey Duncan drop head coupe, grey, speedometer reading 6,000.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351/6. [6850

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Healey Duncan drop head foursome coupe, genuine 14,000 miles; £1,525.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [7049

1948 (June) Elliott 2-door saloon, blue with blue leather; £1,750.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5342. [6256

1949 Healey Sportsmobile drop head coupe, low mileage, colour maroon; £1,895.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6500

ROSE & YOUNG, Ltd., offer:—1948 Healey competition 2-seater, very fast, ideal for competition work; £850.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5675

BARTLETT-HEALEY "B" type standard saloons, also actual 110 m.p.h. Le Mans saloon, prices from £1,350; Healey 1950 Series Silverstone, small mileage, £995.—27a, Pembridge Villas, W.11. Bayswater 0523. [6517

CHIPSTEAD MOTORS, Ltd.—197, Fulham Rd., Kensington, London, S.W.3.—Healey special streamlined 2-4-seater, fixed head coupe, cost £2,750 in January, 1949, one owner, 14,000 miles, terrific performance; bargain.—Flaxman 0052/7253/7154. [6799

Healey Cars Wanted

HEALEY saloon, drop head or tourer, urgently required.—Bartlett, 27a, Pembridge Villas, W.11. Bayswater 0523. [6512

HILLMAN 10

CAR MART, Ltd.

1950 Hillman Minx Phase IV drop head coupe, 6,000 miles; £1,125.—Car Mart, Ltd., 336, Euston Rd., N.W.1. Euston 1212. [6448

ROUNDABOUT offer:—

1947 Hillman drop head coupe, one owner, reconditioned engine fitted; £750.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [6275

BROWN'S for Hillmans.

1946 Hillman 10hp saloon de luxe, leather, immaculate condition; £685.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [4484

H. A. SAUNDERS, Ltd., offer:—

1948 Hillman Minx Phase II saloon, grey with blue leather and cloth upholstery, 7,000 miles; £845.

1949 Hillman Minx Phase III saloon, black with brown leather and cloth upholstery, 1,200 miles; £1,095.

1949 Hillman Minx Phase III saloon, black with fawn cloth upholstery, 10,000 miles; £995.

836-842, High Rd., N.12. Hillside 0024. [6497

GLANFIELD LAWRENCE offer:—

1948 Hillman Minx Phase II saloon, immaculate, £815.—407, High Rd., N.12. Finchley 0091. [6554

WARWICK WRIGHT, Ltd., offer:—

1950 Hillman Mark IV estate car, grey, brown leather, 10,000 miles.

1949 Hillman Minx Mark IV saloon, pastel green, red leather; 15,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6606

H. A. SAUNDERS, Ltd., Radlett.

1949 Hillman Minx Ph. III saloon, beige, red leather, 10,000 miles.

1950 Hillman Minx Ph. IV saloon, green, grey leather, 9,000 miles.—Radlett 6167. [6761

CHARLES RICKARDS, Ltd., offer:—

1950 (Mar.) Hillman Minx convertible coupe, one owner, finished black, mileage 9,000, a most attractive car in magnificent condition throughout; £1,150.

ALSO good selection of genuine low mileage cars offered with our 3 months' guarantee.

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1620. [6250

WEMBLEY COURT MOTORS offer:—

1949 (November 1948) Hillman Phase III saloon, beige, in excellent condition throughout; £1,025.

1938 Hillman 10, green, in good order; £305.

WEMBLEY COURT MOTORS, High Rd., Wembley. Arnold 5221-2. [3917

S. G. SMITH (MOTORS), Ltd., offer:—

1937 Hillman Minx saloon, one owner from new, original condition, blue and black, speedo. reading 56,000 believe genuine; £350.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [4979

1949 Hillman Minx saloon, 10,000 miles, as new; £985.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [5430

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

WADDINGTON MOTORS, Ltd., offer:—

1940 Hillman Minx saloon, taxed year, excellent condition, £525; also choice of two Phase III saloons, small mileage and in perfect condition.—Fortune Green Rd., N.W.6. Ham. 2211. [6274

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1946 Hillman Minx drop head coupe, grey and blue leather, 19,000 miles; £750.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd. Guildford. Guildford 62907-8-9. [6640

1949 Phase III Hillman Minx saloon, 13,000 miles; £995.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [6251

1948 Hillman Minx, foursome drop head coupe, excellent condition; £925.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6170

1946 Hillman Minx saloon, cream, reconditioned engine, car in excellent condition; £675.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2254. [6830

£395.—Hillman 10 1939 4-dr. sln., leather interior, sldg. roof, choice 2; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [6108

GOLDERS GREEN; H. A. Saunders, Ltd.—1950 Phase IV saloon, black, 6,000 miles, guaranteed.—Below.

H. A. SAUNDERS.—1949 Hillman Minx Phase IV saloon, green.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.—9 p.m. [6185

1946 Hillman Minx saloon, black, excellent order throughout; £625.—Haskins. Ladbroke 1155. [5377

£135.—1934 Hillman Minx saloon, new tyres.—Monahan Motors, 258, London Rd., West Croydon. [6313

1949 Hillman Minx Mark III saloon, black, 10,000 miles, one owner, absolutely immaculate; £1,020.—Below.

1950 (March) Hillman Minx Mark IV saloon, taxed year, grey, red leather upholstery, 9,000 miles; £1,120.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. [5542

£275.—1937 Hillman Minx 4-door de luxe saloon, black, red leather, clean condition, taxed; bargain.—Below.

£375.—1938 (June) Minx 4-door de luxe saloon, excellent runner, unworn tyres, immaculate condition.—Below.

£375.—1938 Hillman Minx 10hp utility, oak body, disappearing seats, recent new engine, recellulosed, immaculate, new tyres; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490 [6700

1939 Hillman Minx d/h foursome coupe, guaranteed; £425; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [6547

1939 Hillman 10 d/h coupe, 1949 condition; £495. —Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [6228

1950 Hillman Phase IV, superb condition; £1,095. —Smith and Hunter, Ltd., 276, Kensington High St., London, W.14. Tel. Western 2312. [6224

1947 Minx coupe, black, brown leather, excellent condition; £775.—L. F. Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd., Woking 1282. [6259

L. F. DOVE, Ltd., offer 1947 Hillman Minx drop head foursome coupe, immaculate throughout; £725.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [6815

1950 (Jan.) Phase IV saloon, black and red leather, 7,000 miles; £1,095.—Leslie Matthews & Co. (Est 1922), 95, Bristol St., B'ham. Midland 2297. [6769

1948 Hillman Minx drop head coupe, grey, blue leather, spotless; £875.—Engineer, Sevenoaks & Tonbridge Water Co., Oak Lane, Sevenoaks. [6819

1949 Phase III Hillman Minx saloon, genuine mileage 11,000, spare unused; £995.—R. B. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 2642. [5751

1949 Hillman Minx black saloon, 4,000 miles, taxed year, excellent condition; bargain, £1,015.—Trigg, Newell Cottage, Selsey, Sussex. Tel. Selsey 535. [6742

1946 Hillman Minx sun roof saloon, black, brown leather, nominal mileage, excellent order; £550.—Turner 99-115 Clarence Rd., Clapton E.5. Amherst 2000 [5250

1950 (February) Hillman Minx saloon Mark IV, genuine 10,500 miles, black, with brown leather upholstery; £1,075.—Barclay Motors, Ltd., Bury St. Edmunds 2347. [6408

£395.—1938/9 Hillman Minx 4-door saloon de luxe, excellent condition.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [4463

£465.—Hillman Minx new type saloon, 1945, genuine civilian model, original condition throughout, thoroughly sound mechanical order, new set of tyres, excellent value.—See below.

£995.—Phase III Minx, 1949, in black with red leather, one owner only, very small mileage and in beautiful condition, heater, etc.; also Phase IV and Phase II saloons and coupes; write for post-free catalogue to

CAMDEN MOTORS, Lake Street, Leighton Buzzard. Tel. 2041 (5 lines). 400 other cars ready for inspection and purchase; hire purchase; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday to Saturday. [6619

1946 Hillman Minx saloon, one previous owner, in exceptional condition, fitted Ace wheel discs and Rimbellishers; £675.—B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [6552

£295.—1936-7 Hillman Minx 4-door de luxe saloon, really immaculate, leather upholstery; genuine bargain.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt 1107-8-9. [6293

HILLMAN 10

1948 (Nov.) Phase II Hillman Minx de luxe saloon, grey, blue upholstery, low mileage, very excellent car; £795.—Holbrook Motor Company, Ltd., Richmond, Surrey. Tel. Hill Rise Richmond 4014 (2 lines). [6396

395gns.—Hillman Minx 1939 de luxe 4-door saloon, black sliding head, brown leather, good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6668

ROSE & YOUNG, Ltd., offer:—1948 Hillman Minx Phase II d/h coupe, very low mileage, immaculate condition, several extras fitted, grey with blue leather; £845.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5678

1948 (Sept.) Hillman Minx drop head coupe, one owner, genuine 10,300 miles, coachwork finished grey, appearance irreproachable, careful ownership evident throughout, performance beyond criticism; 795gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [6783

1939 Hillman d/h foursome coupe, just recellulosed in beautiful shade of grey, brown leather interior as new, one owner, this car is really attractive and in a fine condition; £535; part exchanges; deferred terms; 3 months' written guarantee.—Chain Garages, Ltd., Hangar Lane, Western Ave., Ealing, W.5. Perivale 4404-5. [6572

HILLMAN 16

1934 Hillman 16hp saloon, exceptional condition; £115.—Lynch Garage (opposite G.P.O.), Uxbridge, Middx. Tel. 122. [5686

HILLMAN 21

1937 Hillman 20 saloon, roomy 5-seater, absolute bargain; £250.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723 [6613

A & S Limousine Deluxe 1938/21hp, partition, widest occasionals, meticulously maintained, private, beautiful carriage, also 1935/£425.

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TANKARD & SMITH, Ltd. offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198 King's Rd S.W.3 Tel. Flax. 4801-3

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ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St (Hampstead Tube). Ham. 6041.

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ROOTES, Ltd.,

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Low Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108

CASH immediately for good Hillman.—H. F. Edwards, 28, Upper High St., Epsom 9400. [6385

I NEED post-war Hillman immediately.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0739

CASH buyers of low mileage Hillman Minxes, distance no object.—Hatton's, Lord St., Southport. Tel. 2268 [0792

C.M.I. CAR SALES wish to buy good Hillman cars.—Swiss Cottage, Finchley Rd., Hampstead, N.W.3. Primrose 4405. [6803

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7 Longbridge Rd., Barking. Tel Rippleway 1285 [0438

COWLEY MOTORS are desirous of purchasing a number of Hillman Minx cars; write, telephone or call.—Cowley Motors, 473, Cranbrook Rd Ilford, Essex. Tel. Valentine 1066. [6280

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0088

RAYMOND WAY, the hire-purchase specialists, are still buying Hillmans, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0862

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloon and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [0552

Hillman Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0233

NORTH London.

ROBERT CHIDLEY, Ltd. (Main Dealers), 658 High Rd., Tottenham, N.17. Tel. Tottenham 2920. Factory recon. engines, axles and gear boxes; all spares for Hillman from 1936 onwards, specialists tools, workshop breakdown service and information available. [0188

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Hillman spares, sales and service.—78-89, Pentonville Rd., N.1. Terminus 1001-7. [0364

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works servicing, reboring and complete overhauls, spare parts stocked.—79-91 Kings Rd., Fulham, S.W.6. Renown 1183 [0676

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CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. [0720

FOR Hillman 1936-46 mudguards, running boards.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0587

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [8017

HOTCHKISS

HAROLD RADFORD & Co., Ltd.,

SOLE concessionaires.

1939 Hotchkiss 3½-litre Paris-Nice drop head, one owner.

SALES and service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines) [8187

1939 Hotchkiss 10hp 2-seater drop head coupe, metallic silver with red leather upholstery, in immaculate condition; £675

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3360. [5226

Hotchkiss Cars Wanted

CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Flaxman 0052. [1042

Hispano-Suiza Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642 (5 lines). [0513

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HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties, offer:—

NEW and unused H.R.G. cars available for immediate delivery

1947 (Sept.) H.R.G. 1500 sports 2-seater, 16,000 miles special body by Mayfair.

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H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [0594

H.S.M.

CASS'S MOTOR MART.—1941 H.S.M. Triumph sports 2-seater, fitted 2-litre 8-cyl. super sports engine, large quantity of spares.—5, Warren St., W.1. Euston 4110 [5643

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1937 Hudson Straight 8, 29hp, black, very good condition; £375 for quick sale.—Beach Arms Service Station, Oakley, Hants. Tel. Oakley 331. [6080

1938 Hudson 22hp saloon, exceptionally fine condition throughout; £450, or terms.—Robin Wood Motor Works, Crystal Palace, S.E.19. Sydenham 6500. [4404

£495.—1937-8 series Hudson 22hp drop head coupe, occasional 4-5-seater, spotless condition, recently overhauled costing £150, really beautiful specimen; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [5958

£565.—What a magnificent motor car; English craftsmen-built sports saloon, bodywork on Hudson 22hp chassis, interior spotless, luxurious red leather, this vehicle wants seeing, it can hardly be adequately described, the comfort and excellence of performance combined with looks put this vehicle in the £1,500 class, you must see this 20 m.p.g. tremendous performance delightful comfort; 3 months' guarantee; hire purchase; exchanges.—Lambs of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6648

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CASH immediately for good Hudson.—H. F. Edwards, 28, Upper High St., Epsom 9400. [6386

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Hudson from 1937 onwards. Wembley 3903. [0961

HUDSON 1939/40 17hp saloon urgently wanted for special client.—Dicks Car Sales, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [8489

Hudson Spares and Service

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors, for Hudson reconditioned engines; spares and service; quote chassis number.—85-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0568

HUMBER

CAR MART, Ltd.

1949 Humber Hawk saloon, heater, 5,000 miles; £1,675.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6450

TRISTRAMS, Ltd.

HUMBER Pullman enclosed limousine 1949 series (registered late 1948), Thrupp & Maberly coachwork with face-forward occasional seats, radio and heater equipment, mileage 16,000, one owner; synchromatic gear box, steering column gear control, built-in lamps, alligator-type bonnet finished all black, front seats leather, rear compartment cloth upholstery; offered at pre-Budget valuation; £1,750.—Tristrams, Ltd., Chester. Tel. 25262 [5393

BOON & PORTER, Ltd.

1947 Humber Super Snipe, metallic grey, leather upholstery, 10,000 miles; £1,450.

CASTELNAU, S.W.13 (By Hammersmith Bridge), Riverside 4444. [6777

BROOKLANDS for individuality.

1950 Humber Super Snipe saloon, black, speedometer reading 4,000.

BUY or sell your car at

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

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WARWICK WRIGHT, Ltd., offer:—

1950 Humber Super Snipe 27hp saloon, pastel green buff leather, 8,000 miles.

1949 (Dec.) Humber Hawk 14hp saloon, black, brown leather, 10,000 miles.

1950 Humber Super Snipe 27hp saloon, black, brown leather, 10,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6607

MANN EGERTON & Co., Ltd., offer:—

1950 Humber Hawk, satin bronze with red leather upholstery, mileage 3,000, indistinguishable from new.

14, Berkeley St., London, W.1. Regent 2073. [6402

1946 Humber Hawk 14hp saloon, heater; £850.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6172

GORDON CARS (LONDON), Ltd.—1949 Humber Hawk saloon, black, 4,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe, grey, 13,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe saloon, black.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6474

1950 Humber Hawk saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4834/3406. [6211

C. A. PETO, Ltd.—1949 Humber Super Snipe, black; £1,695.—42, North Audley St., W.1. Mayfair 3051. [6353

H. A. SAUNDERS, Ltd.—1950 Humber Hawk saloon, green/brown hide, 12,000 miles, guaranteed.—Below.

H. A. SAUNDERS, Ltd.—1948 Humber Hawk saloon, grey, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [6186

1949 Humber Super Snipe, metallic grey, fitted radio, etc., one owner, 8,000 miles; £1,625.—Haskins, Ladbroke 1155. [5376

1938 27hp Humber Snipe Imperial drop head coupe, good condition, modern appearance; price £675.—Tel. Datchet 131. [5102

1949 Humber Hawk saloon, black with fawn upholstery, loose covers, H.M.V. radio, very carefully maintained, low mileage; £1,575.

1950 Humber Hawk saloon, mist green with brown leather, H.M.V. radio, 9,000 miles; £1,675.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [6481

1950 (May) Humber Super Snipe, green, brown leather, radio, taxed; £1,950.—Woking Motors (Maybury Hill), Ltd. Woking 1926. [6335

1940 Humber Pullman limousine, good order throughout, the ideal hire car; price £695.—The Bucks Motor Co., Ltd., Aylesbury 164. [6140

1948 Humber Super Snipe, low mileage, gunmetal, loose covers; trade enquiries welcomed.—R. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [3611

595gns.—1940 Humber 16.9hp 4-door sun saloon, superbly equipped, one owner, immaculate condition, £210 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [9919

1948 Humber Snipe saloon, 18hp, black, fawn cloth and leather, loose covers, been serviced by same agents since supplied by them new.—Lock, 26, Market Place, Wantage. [6746

1938 Humber Snipe saloon, 20.9hp, black, blue leather upholstery, 5 excellent tyres, mileage 67,000, taxed December, immaculate condition; £450.—Corder, 25, John St., Sunderland. Tel. 4011. [6079

1936 Humber 12 4-door de luxe saloon, complete with trailer and fittings, whole outfit in good condition; £350, or would sell separately.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5727

1948 Humber Super Snipe saloon, silver grey, fitted H.M.V. radio and a complete set of Lifeguard tyres and tubes, immaculate throughout; written guarantee; £1,175.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Paddington 3075-6. [4580

1938 Humber 16.9hp saloon, bronze with beige leather upholstery, this car has been in one family since new, and is in remarkable condition, exceeding low mileage, written guarantee; £650.—S. Morris & Co., 29-31 Edgware Rd., London, W.2. Tel. Paddington 3075-6. [4581

HUMBER Hawk de luxe saloon, first registered May, 1950, one careful owner, finished in pastel green with brown hide upholstery, fitted with wireless and heater, speedometer reading 9,000, original excellent tyres, whole car as new throughout, any trial or examination; £1,595.—Richmond 1572. [6795

850gns.—Humber Snipe, July 1946, 18hp de luxe 4-door saloon, gunmetal, grey leather with tailored loose covers, Radiomobile, carefully used, exceptional condition, taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6869

£725—What a beautiful motor car! Humber Imperial with razor-edged special sports saloon bodywork, immaculately finished inside with walnut facia and fittings, elegant luxurious leather upholstery fitted heater and radio; this car is magnificent and no one would believe it to be a pre-war model, easily mistaken for post-war example costing £1,800; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [5964

A & S Limousines 1949 (Phase-II) partition, widest occasionals, black, small mileage, £1,695, delightful condition. Peen:—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair-8941. [6569

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ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

I NEED post-war Humber immediately.—Fortune, 17, Astwood Mews S.W.7. Tulse Hill 1966 (day). [0750

Humber Cars Wanted

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ROOTES, Ltd.,

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REQUIRE modern low-mileage Humber cars

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MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106

ALMOST new Humber required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4486. [0642

CASH buyers of low mileage Humber Hawks, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0793

BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6519

BIRMINGHAM and Midlands.—Low mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham and Lower Temple St., Birmingham, 2. [0086

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46581. [0656

Humber Spares and Service

DE NORMANVILLE gearboxes.—H. & A. Engineering 35, Grant Rd., Addiscombe 2931. [0780

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories.

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STREATHAM (Streatham 7751).

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CAMDEN TOWN SERVICE STATION (Gulliver 4141).

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CAR MART, Ltd.

1950 Jaguar Mark V 3½-litre saloon, 7,000 miles; £2,250.

1947-8 Jaguar 1½-litre saloon, radio, 23,000 miles; £1,200.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6443

DICKS CAR SALES offer:—

1938 S.S. 100 3½-litre 2-seater, highly tuned, enthusiast's car; £525.—Below.

1937 S.S. 100 2½-litre 2-seater, very fast, special body; £475.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [2814

TOM GARNER, Ltd., offer:—

1950 Jaguar 3½-litre Mark V saloon, black, with brown leather, 6,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6318

HAROLD RADFORD & Co., Ltd.

1939 (July) 1½-litre Jaguar drop head coupe, replacement engine, in excellent condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [3523

SWANMORE CAR SALES, Boscombe.

1950 Jaguar 3½-litre Mark V saloon, black, low mileage.

1950 Jaguar 2½-litre Mark V saloon, grey, nominal mileage.

1950 Jaguar 2½-litre Mark V saloon, black, low mileage.

1948 Jaguar 2½-litre saloon, silver, low mileage.

EXCHANGES and terms.—Swanmore Car Sales, 1176-1180 Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [6155

WARWICK WRIGHT, Ltd., offer:—

1949 Jaguar 2½-litre saloon, dove grey, suede green leather, 7,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [3255

1949 Jaguar 3½-litre saloon, black, red leather, 2,000 miles.—Tel. Medstead 2239. [5806

JAGUAR

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1939 Jaguar 1½-litre drop head foursome coupe, black, maroon hide upholstery, coachwork, mechanical condition and tyres excellent, extras; £650.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [6163

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Jaguar 3½-litre saloon, metallic grey, red leather, H.M.V. radio; £1,350.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [2248

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1950 Jaguar Mark V 3½-litre saloon, black with brown leather, 12,000 miles; £2,200.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [3180

1950 Jaguar 2½-litre 4-door saloon, immaculate, 2,800 miles.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [6328

BRUTONS, Ltd.—Jaguar 1½-litre 1939 saloon, black, immaculate; £595.—Below.

BRUTONS, Ltd.—Jaguar 1946 3½-litre saloon, metallic bronze, demister, heater, air conditioner, immaculate; £1,075.—13-14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [6856

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

1947 Jaguar 100 3½-litre competition 2-seater (£10 tax), very attractive car, 100% condition throughout, performance equal to almost any post-war sports car; £1,050. [6098

1940 3½-litre Jaguar, excellent condition throughout, new tyres all round; £650.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. [5234

GORDON CARS (LONDON), Ltd.—1948 Jaguar 1½-litre saloon, grey, perfect order.—Below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre saloon, grey, outstanding.—Below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 3½-litre saloon, black, excellent condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6475

1950 (April) Jaguar Mark V 2½-litre, very small mileage, indistinguishable from new.

WADCOL MOTORS, 150/6, West End Lane, N.W.6. Hampstead 1177. [6100

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3346.

1950 (May) Mark V Jaguar saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4834-3406. [6210

1947 Jaguar 3½-litre saloon, immaculate, loose covers, discs, heater; £1,325.—Eve. Syd. 7673. [6729

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, black, brown leather, original finish, runs well, special opportunity; £485.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp drop head coupe, 1939, one of the most popular models of the pre-war Jaguar range, attractive lines, sound mechanical order; £525.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, finished in Jaguar grey with red leather, fitted discs and radio; £535.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, genuine one owner car since new, serviced solely by Jaguar distributors every 2,000 miles, outstanding condition; £595.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1940, prototype of 1947 model, narrow chromed waistline, identical fitting and features, original makers' finish, excellent performance; £645.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1940, similar model to above, brand new engine fitted this year, only 3,000 miles run since, fitted radio, twin Mellowtones, and other extras, a very fine car; £695.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1946, beautifully finished in metallic grey with red leather, one owner only since new, superb mechanical order; £895.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1947, sparkling black finish, definitely one of the finest post-war Jaguars we have handled, moderate mileage; £995.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1936, very popular four-door model with sunroof, engine completely reconditioned, bored and sleeved, new crankshaft, etc., terrific performance, several useful extras; £295.

CAMDEN MOTORS.—Jaguar 2½-litre foursome drop head coupe, 1939, black with beige leather, sound mechanical order; £495.

CAMDEN MOTORS.—Jaguar 2½-litre foursome drop head coupe, 1939, similar model to above, smaller mileage and in superior all round condition, fitted brand new hood, discs, etc.; £575.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1939, in metallic grey with grey leather, original condition throughout except for major engine overhaul six months ago and new tyres, excellent mechanical order; £595.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1948, fitted H.M.V. pushbutton Radiomobile, built in air conditioning, demisting, special Lucas equipment, beautiful condition, small mileage; £1,225.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1938, fitted works reconditioned engine May 1950, mileage just under 10,000 since, magnificent performance; £525.

CAMDEN MOTORS.—Jaguar 3½-litre foursome drop head coupe, 1939, black, blue leather, dark grey mohair hood (brand new), fitted discs, twin passlights, Mellowtones, windscreen heaters, etc., excellent order; £595.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1939, in very good all round condition, original black and chrome finish, brakes, steering and back axle just overhauled, 5 new tyres fitted; £595.

CAMDEN MOTORS.—Jaguar 3-litre sports saloon, 1947, a very outstanding example, one very careful owner, serviced and maintained solely by Jaguar distributors, nominal mileage; £1,095.

CAMDEN MOTORS, Jaguar Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post free catalogue; nearly 400 cars ready for inspection and purchase; hire purchase facilities; part exchanges, free delivery to any part of the United Kingdom; purchasers' fares refunded from any part of the country; showrooms open till 8 p.m. from Monday to Saturday. [5866

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1948 Jaguar 3½-litre saloon, black, red interior, one owner, 18,000 miles without blemish; £1,495.—Below.

1947 3½-litre Jaguar saloon, black, brown hide upholstery, Radiomobile, discs, in excellent condition; £1,095.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [6628

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0700

1946 Jaguar 2½-litre saloon, beautifully maintained throughout, almost new tyres, loose upholstery covers and Ace wheel discs fitted; £950.—Below.

1939 Jaguar 2½-litre saloon, in exceptionally good condition, brakes relined, new tyres, H.M.V. push button radio, £525.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [6579

1949 Jaguar Mark V 3½-litre saloon, fawn, brown leather, radio, taxed for year, 10,000 miles, unmarked; £1,985.—Castle's, Church Gate, Leicester 65251. [6749

1950 Jaguar 2½-litre Mark V saloon, black, tan leather, radio, heater, radiator mascot, etc., mileage 7,000, taxed year, in excellent condition; £2,050.

R. & F. GRADWELL, Ltd., Reliance Garage, Waterloo Rd., Blackpool. Tel. 42458. [6790

1938 beautiful Jaguar drop head coupe 3½-litre, indistinguishable from 1948 model, 3 months' guarantee; £695.—Pantiles Service Garage, London Rd., Guildford 5326. [5389

JAGUAR Mk. V 3½-litre sln., 1950, finished in grey, with brown leather upholstery, 8,000 mls.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [6400

TANKARD & SMITH, Ltd., offer 1937 Jaguar 2½-litre sports saloon, finished in black with brown leather upholstery, in good all round condition; £325.—97, Peckham Rd., S.E.15. [5340

1946 (November) Jaguar 1½-litre special equipment, grey, red leather, one owner; £945.—Vandervell's (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [6330

1939 1½-litre Jaguar saloon, black, brown leather upholstery, radio, extremely nice condition throughout; £595.—Birkett Motors, Ltd., 72-74, High St., South Woodford, E.18. Buckhurst 3766. [6542

1947 Jaguar 3½-litre saloon, suede green with green leather upholstery, one owner, nominal mileage, overhauled, guaranteed.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Paddington 3075-6 [6691

1939 3½-litre Jaguar foursome drop head coupe, recellulosed, new hood and carpets, unworn tyres, immaculate throughout; price £585.—Thornhill Coachworks, 33, Cloudesley Rd., Islington, N.1. Terminus 7291. [6810

FOR sale, 3½-litre drop head coupe Jaguar, colour fawn, November, 1948, in superb condition throughout, fitted wireless, heater, discs; nearest £1,450 secures; apply.—Palmer, "Strathnaver," Lavernock Rd., Penarth, Glam. [5416

1946 3½-litre Jaguar 4-door de luxe saloon, special fittings, P hundred head lamps, demister and heater, Ace discs, etc.; bargain, £1,075; terms, exchanges.—Moreton Garage, 61, Albert Embankment, S.E.11. Reliance 4016. [8819

1940 1½-litre Jaguar, mileage 30,000, excellent condition, new carpets, floorboards, reconditioned starter, 5 good tyres and 6 good Dunlop rebuilds; offers over £575.—Goddard, Kenwood, Hayes Lane, Kenley. Uplands 8936. [6716

1946 (October) 1½-litre Jaguar saloon, first-class condition, extras include twin fog lamps, Ace disc wheels, radio, open to A.A. and R.A.C. inspection, any trial.—J. H. Taylor, Barton Mills, Mildenhall, Suffolk. Tel. Mildenhall 2148. [6118

1947 3½-litre Jaguar, 21,000 miles, radio, heater, discs, mascot, interior mats, radiator muff, recently decarbonized and brakes relined, beautiful condition, owner going abroad; £1,175.—Cochrane, Silverden Manor, Northiam, Sussex, or ring Northiam 2145, or Chatham 3221, ext. 225. [6490

1939 registered Dec., 1938, Jaguar 1½-litre drop head coupe, black with fawn upholstery, factory reconditioned engine fitted 11,000 miles ago, body and paint also good, never been crashed, genuine total mileage only 37,900, one owner since 1940, selling reluctantly on getting another car; £595.—Tyler, 5, The Grange, Frensham. Tel. 2581, Surrey. [6121

3½-litre S.S. 100, 1938, polychromatic blue, latest type P100s and spot lamp, bears no relation to the average example, is in 100% mechanical condition and unscratched, this car has never been flogged and has led a genuerally pampered life, serviced by skilled engineers and is undoubtedly the best example in the country, any trial; £650; complete set of new tyres available if required.—Hindes, c/o George Wimpey & Co., Ltd., Lancaster Rd., Southall, Middx Southall 2361. [6120

1939 (September) Jaguar 1½-litre Sportsman's saloon, sunshine roof, beautifully refinished in black and chrome, fitted almost new engine; this car is at present in the workshops for complete engine overhaul including rebore, new pistons, reground crankshaft and all new bearings, including big end and main, the bodywork is also being recellulosed and is in every detail equal to a post-war car, the interior is upholstered in maroon leather and is fitted new Wilton carpets, all polished walnut door fillets and dash panel, this car is fitted with special Lucas P80 head lamps, twin chrome pass lamps and twin chrome Lucas Altettes, this is the ideal car for the enthusiast wishing to purchase a pre-war car in post-war condition, taxed for the year, tyres excellent, terms and exchanges; £650.—Maidstone Eng. Co., Cross St., Pendleton, Salford, Manchester. Tel. Pen. 3457. [6645a

Jaguar Cars Wanted

R.

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.,

URGENTLY wanted good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Rd. Guildford Tel. 62907 [0243

Jaguar Cars Wanted

H

HENLYS, Ltd

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT West Road (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

MANCHESTER.—1-5, Peter St. (Blackfriars 7843.)

HENLYS Ltd. England's Leading Motor Agents. [0028

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars. —Telephone Palmers Green 1205/7173. [3727

WEMBLEY COURT MOTORS, Jaguar main dealers, urgently require used Jaguar cars for cash.

WEMBLEY COURT MOTORS, High Rd., Wembley, Arnold 5221-2. [3261

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

ALMOST new Jaguar required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0846

CASH buyers of low mileage 1½-litre Jaguars, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0794

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Jaguar from 1937 onwards. Wembley 3903. [0962

ALL models Jaguar from 1936 urgently required.—Beardmore Service, Ltd., 26, Queensway, W.2. Bayswater 0136. [2101

BRITISH & COLONIAL MOTORS, Ltd., require good Jaguar cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6521

WANTED, 1949-50 Jaguar 1½-litre saloon, covenant free, no dealers.—Robinson, Elm Copse, Woodlands Rd., Gt. Shelford, Cambs. [6755

1946/8 Jaguar saloon urgently required, in good condition.—J. R. Inwards, Ltd., main dealers for West Middlesex High St., Ruislip 3033-4-5. [0899

ROSE & YOUNG, Ltd.—Mark V Jaguar urgently required.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [8481

Jaguar Spares and Service

H

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT WEST ROAD, Brentford (Ealing 3477).

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd. Deansgate 6216-7.

QUICK completion of repairs. [0563

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares; Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Palmers Green 1205/7173. [3729

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacements units and repairs facilities.—Bath Rd., Slough. Tel. 22594. [0430

R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares.—321, Romford Rd, Forest Gate, E.7 Maryland 4818-9

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialized service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley Arnold 1154-5 [0719

JEEP

1950 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 8345. [0619

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps' detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013, 0621. [0241

JEEPS, right or l.h.d. range of bodywork, private or commercial.—Wick Autos, 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). [0820

METAMET offer unique Jeep conversion for motorists; all 12 models completely rebuilt, 6 months' guarantee, over 20mpg; commercial registration optional.—100b, Belsize Lane, N.W.3. [0527

AUTOWORK, Ltd., Winchester, principal Jeep specialists; large stock, many reconditioned, long chassis utilities, trailers, spares; exchange units.—Station Hill, Winchester. Tel. Wincheter 4834/3406. [6207

COMPLETELY rebuilt Jeep with lengthened chassis, fitted 4-door double-skinned van body, hardwood used throughout, unused since complete rebuild; £525.—Pantiles Service Garage, London Rd., Guildford 5326. [6631

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd. —Jeep spare parts, home and export; all spares stocked; exchange plan, engine, gear box, water pump, etc., new hoods gasket sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919 [0033

225 gns.—Jeep utility (Willys), registered July 1946, fitted 4-door 6-seater timber body, glass all round, drop tailboard, removable rear bench seat, spare wheel good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6670

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0944

Jeep Spares and Service

100% Jeep firm, all spares by return, or over counter, small or large quantities.—Wick Autos (see under Jeeps). [0366

Jeep Spares and Service

METAMET for all Jeeps, spares, exchange unit service; expert Jeep repairs; to order spares 'phone Hampstead 8231.—100d, Belsize Lane, N.W.3. [0539

AUTOWORK, Ltd., Winchester, principal Jeep stockists; all spares and exchange units; Jeeps and trailers.—Station Hill, Winchester. Tel. Winchester 4834/3406. [6208

JOWETT

CAR MART, Ltd.

1949 Jowett Javelin saloon, 9,000 miles; £1,150.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6451

1949 Jowett Javelin de luxe saloon, beige, beige leather upholstery, recorded mileage 13,000.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [6684

1949 Javelin saloon, black with beige leather, one owner, low mileage, as new, guaranteed; £1,175.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [6245

£1025—1949 (May) Javelin de luxe, black-beige leather, radio, heater, privately owned; Surrey.—Box 1547. [6719

JOWETT and Javelin main agents, spare and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [2412

MARRIOTT'S GARAGE, Worthing, leading West Sussex agents for Javelin and Bradford. Spares (including pre-war). Service. Tel. 1583. [0575

1949 Jowett Javelin, cream, red leather, heater, 14,000 miles, superb condition; £1,100.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [6683

1948 Javelin saloon, one owner, late property of Jowett managing director, fitted with special sun roof, radio and heater, whole car in immaculate condition, guaranteed; £1,095.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [6246

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service. —Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302

1949 Javelin de luxe saloon, golden sand/beige leather, heater, one owner, 15,000 miles, three-month guarantee; terms and exchange; £1,125.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [6205

CLARKE'S OF PIRBRIGHT, Jowett distributors, selection of Javelins and Bradfords always in stock; overhauled in excellent condition; stock now includes two 1950 de luxe saloons, Standard saloons and one 1949 saloon.—Pirbright (near Woking), Surrey. Brookwood 2201/2. [0322

Jowett Cars Wanted

H

M

BENTLEY & PARTNERS, Ltd.,

WISH to purchase Javelin cars.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [0757

R

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945

COLLIVER-FISHER, Ltd., will always buy a Javelin. —Northwood, Middx. Tel. 777 (4 lines). [0300

LOW-MILEAGE Jowett Javelin saloon de luxe.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines) [7308

RAYMOND WAY, the hire-purchase specialists, are still buying Jowetts and have unlimited cash available.—Canterbury Rd Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0863

Jowett Spares and Service

NEWNHAMS, Ltd.

JAVELIN and Bradford main agents, spares and service specialists.—Newnham House, 235-9, Hammersmith Rd., W.6. Riv. 4646. [0415

JOWETT-BRADFORD.—For quick repairs or any spares try Bunting's Jowett Agency. Harrow 1908.

MILESTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks.

LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629. 308, Erith Rd., Bexleyheath. [0571

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.

NORTHWOOD, Middx. Tel. 777 (4 lines). [0009

CROYDON.—Godfrey's, Ltd., for full Jowett service and comprehensive range of spares.—228-234, London Rd., Croydon. Cro. 3641. [0463

BIRMINGHAM main agents; large stock of spares.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birminghm, 18. Edg. 0916. [0549

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans, spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [0879

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and main agents; over 26 years' Jowett experience, spares and service [0750

KAISER FRAZER

£1575!!—America's newest production; Nov., 1948, Kaiser Frazer special series de luxe four-door saloon, equipped with every latest refinement, including magnificent built-in radio, controlled heating and air-conditioning to back and front passengers, screen demisters, push-button doors, automatic overdrive, beautiful streamlined coachwork seating six people in comfort with ample luggage accommodation, mileage recorded 29,000 and all tyres are almost new, original tools still in wrappers; a chance to acquire one of the finest looking of the American products at an unrepeatable price; taxed to end of year.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After six, Tulse Hill 4755. [4552

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAGONDA

BROOKLANDS for individuality.

LAGONDA distributors; latest models for demonstration; catalogues on request.

1939 Lagonda V.12 sports tourer, grey, small mileage, excellent throughout.

1939 series Lagonda V.12 saloon, Burgundy, exceptional throughout.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [6853

HAROLD RADFORD & Co., Ltd.,

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington London, S.W.7. Kensington 5652 (5 lines). [0364

CHARLES FOLLETT, Ltd., offer:—

1938 Lagonda 12-cylinder short chassis saloon, gunmetal, green leather, 34,000 miles only, complete overhaul by makers recently, outstanding example; £1,450.

18 Berkeley St., W.1. May. 6366.

SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv. 1415. [6812

SWANMORE CAR SALES, Boscombe.

1937 Lagonda 4½ 4-seater drop head coupe, ivory coachwork.

1935 Lagonda 3½ saloon, black, H.M.V. radio, taxed.

1934 Lagonda 4½ saloon, one owner, superbly maintained.

EXCHANGES and terms.—Swanmore Car Sales, 1175-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [6156

PERFORMANCE CARS.—See our advertisement under Sports Cars. [2186

1938 Lagonda V12 short chassis fourseater drop head coupe; £1,495.

GEORGE NEWMAN & Co., 849, Euston Rd., N.W.1. Euston 4466. [6175

1950 (April) Lagonda 2½-litre saloon, black, radio, heater.—Ernest Sutton, Cleeve Hill, 85 (Cheltenham). (Trade enquiries only please.) [6842

LAGONDA 4½-litre saloon, November, 1937, in perfect mechanical condition (not rebored) and newly repainted; seen London; price 1,000gns.—Box 1569. [6678

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.), offer a good selection of used Lagondas including 12-cyl. saloon and a very fine 1937 saloon.

273 London Rd., Staines. Tel. 3457-8, or (private) Walton 1562. [0287

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Lagonda open sports 4-seater 4½, immaculate condition, new hood, side curtains, tele-controls, etc., racing green.—Flaxman 0052-7253-7154. [3552

£345.—June, 1933, Lagonda 16-80 Special Six 4-seater sports tourer, original distinctive red finish with black cycle type wings, red leather upholstery, very well shod; this much desired model is in unusually attractive condition and is capable of outstanding performance in the right hands.—Wellboy Motor Co., 326, Romford Rd., Forest Gate, E.7. Maryland 2534.

Lagonda Cars Wanted

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Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the all-drive and V.12 models; service engineer in stock.

LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0808

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273 London Rd., Staines. Tel. 3457/8, or (private) Walton 1562. We are open on Saturday mornings. [0217

LANCHESTER

BROWN'S for Lanchesters.

1939 Lanchester 11 sports saloon de luxe, immaculate condition; £575.

1937 Lanchester 14 sports saloon de luxe, immaculate condition; £495.—Brown's Garage, Loughton (Essex), 4119 (Tube). [5311

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars; consult us when buying or selling, all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0945

1936 Lanchester 10 saloon, cream and blue, recently completely overhauled and reculiloxed, very well kept car; £350.—Apply Ironbridge Service Depot, Southall, Middx. Southall 2355. [4709

£495.—Lanchester 14hp Roadrider saloon de luxe, 1939 model, an excellent example, roomy 5-seater body very nicely finished in black, the coachwork showing no signs whatever of major blemish or corrosion, handsome red leather interior, almost new thick pile carpets to match, a car with an excellent history, late property of elderly clergyman, very carefully driven and scrupulously maintained, quiet engine with good oil pressure, brakes, steering and transmission recently overhauled, outstanding opportunity to obtain a car of definite class at a very attractive figure.

CAMDEN MOTORS, Lakq St., Leighton Buzzard. Tel. 2041 (5 lines). 400 other cars ready for inspection and purchase. Write for post free catalogue; hire purchase, part exchanges; a free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday to Saturday. [6615

Lanchester Cars Wanted

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Lanchester 10s, distance no object.—Hattan, Lord St., Southport. Tel. 2268

Lanchester Cars Wanted

CMT THE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. [0965

LONDON CARS require good used 11/14hp Lanchester saloons, later models preferred; traders also please note.

LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [4108

STRATSTONE, Ltd., wish to purchase Lanchester cars in good condition; prompt inspection and payment. —40, Berkeley St., W.1. (Mayfair 4404.) [9295

Lanchester Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0337

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens Victoria Rise, Clapham, S.W.4. Macaulay 4189 and 6253/3

LANCIA

1939 Lancia Aprilia saloon, immaculate condition, many extras.—S. & S. Motors, 165a, Westbourne Grove, W.11. Bayswater 1644. [5871

JOHN S. TRUSCOTT, Ltd., for Lancia Aprilia; only first-class examples are offered; full details of current stock on request; exchanges, deferred terms.—175, Westbourne Grove, W.11. Bay. 4274. [6152

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Lancia Aprilia 1950 mode, Supergeggerio type streamlined fourseater drop head, gunmetal with grey hood, late type wheels, etc.; bargain. —Flaxman 0052/7253/7154. [9781

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Brown, High Rd., N.20. Tel. Hillside 2393. [0343

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 3874-5. [0077

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gro 2583 [0508

JOHN S. TRUSCOTT, Ltd., urgently require low mileage really well-kept Lancias.—175 Westbourne Grove, W.11. Bay. 4274. [6150

Lancia Spares and Service

LANCIA (ENGLAND), Ltd., sole representatives of the famous Italian company, have at times a choice of several cars for disposal, in first-class condition (including reconditioned engine) all repair work carried out by our staff of specialist mechanics and genuine Lancia factory made spare parts only used; spare parts for all models available and supplied at short notice; for information regarding used cars for sale, reconditioning, general service, technical data and latest modifications, apply to Lancia Works, Alperton, Wembley (Perivale 5656). [0320

LEA-FRANCIS

BROOKLANDS for individuality.

1949 Lea-Francis sports 2-seater, metallic blue, small mileage, excellent condition.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [6853

CHARLES FOLLETT, Ltd., sole distributors, London and Home Counties, offer:—

1949 Lea-Francis van, model 1.F.S., 1 owner, 10,000 miles, guaranteed; £1,050.

18 Berkeley St., W.1. May. 6366.

OFFICIAL Lea-Francis Service Station, 12, Wellesley Ave., W.6. Riv. 1413. [6811

1948 (Sept.) sports roadster, blue, 13,000 miles, one very careful owner; £995.—Campbell, Symonds, Wembley 6262. [8944

LEA-FRANCIS sports 2-seater 1948, excellent condition; £950.—Continental Cars, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [6236

LEA-FRANCIS, 2½-litre sports saloon, 11,000 miles, full export model finish, Real enthusiasts car, black, beige interior, heater, radio, spot lamps, etc., any trial; £1,975.—Wilmecote Service Station, Nr. Tamworth. Tel. 481. [5216

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners

SHOWROOMS: 18, Berkeley St., W.1 May 6366

OFFICIAL Lea-Francis London Service Station Works and Stores:—

12 Wellesley Ave., W.6 Riv. 1413. [0595

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6.

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1 May 6366

SPARE parts

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [0596

LINCOLN

LINCOLN 1934 series 7-passenger limousine, 35,000 miles only, too immaculate to describe; £495.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [5262

Lincoln Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all models Lincoln from 1937 onwards. Wembley 3903 [0469

Lincoln-Zephyr Cars Wanted

WANTED, 1939/40 series Zephyr saloon or similar American, must be R.H.D., not ex-W.D. and in sound condition, private buyer, no objection to dealers.—Box 1496 [8061

MERCEDES

MERCEDES 170V 1939 saloon, engine overhauled (A.A. certificate), Philco radio, really sound car requiring only attention to upholstery; £365.—1, Wine Office Court, London, E.C.4. Cen. 1156. [9594

Mercedes Cars Wanted

CHIPSTEAD MOTORS, Ltd., always buy good Mercedes.—Onslow Garage, 197, Fulham Rd., Kensington, S.W.3. Flaxman 0052. [5724

WANTED, post-war Mercedes 14hp rhd. saloon or coupe; must be good condition.—J. Colman, 15, Gorrebrook Rd., Dagenham, Essex. [6723

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

1938 type 540K Mercedes-Benz with Offord 4-5-seater drop head body, a one owner car, in exceptionally good condition, maintained entirely by advertiser.—Victoria 8715. [3216

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd. Kensington, London, S.W.3, offer:—

MERCEDES-BENZ 36/220 s/c 2-seater,

MERCEDES-BENZ Type 200 fourseater drop head, radio, etc., reconditioned.

S.S. K s/c short chassis road racing 2-seater, original condition, works serviced, terrific performance, £10 tax.

MERCEDES-BENZ 500K s/c 2/3-seater, swept tail, fixed head coupe, regd. 1945, one of the prettiest cars in the country, speedometer reading 25,000, maroon and beige.—Flaxman 0052/7253/7154. [3551

MERCEDES-BENZ 16hp saloon, registered 1939, needs respray, good runner; £135.—Richmond 5661. [6664

MERCEDES-BENZ roadster, two seats and dickey, new hood fitted, 1936 model, 14hp, subject A.A. examination, £475.—Eric Waddington, Heads Lane, Hessle, E. Yorks. [5092

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [8536

MERCURY

SIMPSON'S MOTORS offer:—

1949/30 Mercury convertible, colour ivory, green interior and hood, windows, seats and hood all electrically operated, traffic blinkers, radio, heater, spotlight, Whitewalls, low mileage; for full list see under American Cars.

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialist), Wembley 3903. [6295

JOE THOMPSON (MOTORS), Ltd., offer:—

1947 Mercury saloon, seigneur black, fitted radio and heater, guaranteed 16,000 miles, one owner.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [1760

Mercury Cars Wanted

COWLEY MOTORS are desirous of purchasing a number of Mercury cars; write, telephone or call.—Cowley Motors, 475, Cranbrook Rd Ilford, Essex. Tel. Valentine 1066. [6370

M.G.

CAR MART, Ltd.

1949-50 M.G. 1½-litre saloon, radio, 8,000 miles; £1,275.—Car Mart, Ltd., 330, Euston Rd., N.W.1. Euston 1312.

RIPOO, Ltd., offer:—

1950 M.G. T.D. 2-seater, black, red leather, 6,000 miles, spare unused, one owner.

1949 M.G. T.C. 2-seater, red, with red leather, bumpers, wind tone horns, twin pass lights, oil coil, etc., 8,000 miles, one owner.

1949 M.G. T.C. 2-seater, ivory with red leather, low mileage, one owner.

1950 M.G. 1½-litre saloon, satin bronze, maroon leather, 6,000 miles, spare unused, one owner.

All the above and many other small mileage used cars are inviting your inspection at Ripoo, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [6300

ELITE MOTORS offer:—

1949 M.G. T.C. sports 2-seater, immaculate condition throughout, low mileage; £815.

1947 M.G. T.C. sports 2-seater, really attractive appearance, many extras; £775.

1946 M.G. T.C. sports 2-seater, black/beige, choice of two, both faultless chassis; £665.

1938 M.G. T.A. sports 2-seater, fitted new hood and side screens; for above average condition, £465.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2674, four lines. [6817

WOODBAIN CARS offer:—

£375.—M.G. 10hp T-type sports 2-seater, immaculate.

£275.—M.G. 8hp sports 2-seater, P type; choice of two.

£245.—M.G. 8hp J2 sports 2-seater, swept wings, red.

£220.—M.G. 8hp J2 sports 2-seater, red, completely overhauled.

£115.—M.G. 8hp sports 2-seaters; choice of three.

£99.—M.G. 8hp sports 2-seater, black, sound car.

TERMS, exchanges.—Woodbain Cars, The M.G. Specialists, 6 & 10, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435. [6147

TOM GARNER, Ltd., offer:—

1950 M.G. 1½-litre saloon, maroon with beige leather, 6,000 miles.

1949 M.G. T.C. sports 2-seater, red, 7,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 3265-6. [6318

BROOKLANDS for individuality.

1950 M.G. 1½-litre saloon, speedometer reading 8,000.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [6854

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

WARWICK WRIGHT, Ltd., offer:—

1950 M.G. 1½-litre saloon, green, beige leather, 4,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6011

MAYFAIR GARAGES, Ltd., for your M.G.—Below.

MAYFAIR GARAGES, Ltd.—1939 model T-type Tickford drop head coupe, black, with red upholstery, new head, very smart car with outstanding road performance, equipped to standard specifications; 3 months' guarantee; £495.—Below.

MAYFAIR GARAGES, Ltd.—1939 model T-type sports 2-seater, black, blue leather upholstery, full all-weather equipment, painted luggage carrier, spot lamp, almost new tyres, well-preserved car in outstanding condition throughout; 3 months' guarantee; £495.—Below.

MAYFAIR GARAGES, Ltd.—Choice of three M.G.s.—Below.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Sats. 9-12.

PERFORMANCE CARS.—See our advertisement under Sports Cars. [2164

1947 M.G. T.C. 2-str., absolutely immaculate; £670.—Below.

1949 M.G. T.C. 2-str., 12,000, as new; £690.—Smith & Hunter, Ltd., 276, Kensington High St., London, W.14. Tel. Western 2312. [6223

M.G. 8hp two-seater sports, taxed Dec., good order throughout; £130.—Tel. Roydon 2113. [6818

£500—M.G. 18hp saloon, 1937 model, new engine 1949, good condition.—Box 1545. [6432

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 5348.

1938 M.G. 2-litre saloon, new engine not yet run in, new tyres; £425.—Mayo, Sheffield 73739. [6707

M.G. 1½-litre drop head 1938, body by Salmon Tickford, immaculate condition; £600; private.—Box 1525. [6128

1949 M.G. T.C., red, 4,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6538

DECEMBER, 1949 M.G. T.C., black, 6,000 miles, immaculate, private; £525; exchange saloon.—Davies, Castle Weir House, Ludlow. [6412

295 gns.—M.G. Midget 1935 6hp P. 2-seater, black, red leather, very good condition; terms, exchanges.—Rowland Smith, below.

295 gns.—M.G. Magnette, Sept., 1935, 12hp K.N. pillarless 4-door saloon, black, sliding head, blue leather, carefully used, very good condition; terms, exchanges.—Rowland Smith, below.

325 gns.—M.G. Midget 1937 model 10hp T. 2-seater, Abingdon blue, blue leather; terms, exchanges.—Rowland Smith, below.

545 gns.—M.G. 1939 2.6-litre foursome drop head coupe, dark red, red leather, wheel discs, Windtone horns, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6680

BRUTONS, Ltd.—1940 M.G. T.B. 2-seater, red, good tyres, taxed year, immaculate.—13-14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [6862

1937 T.A. 2-seater, black, green leather, sound condition throughout; £400.—Hart, Wheatsheaf Hotel, Ide Hill, nr. Sevenoaks, Kent. [6736

1939 (Aug.) T.B. model, black, immaculate, low mileage, owner going abroad; £475 or nearest.—390, Coggeshall Rd., Braintree, Essex. [6727

M.G. 2-litre saloon 1938, immaculate and original condition throughout; £625.—Continental Cars, Ltd., Portsmouth Road, Send, Surrey. Ripley 3122. [6232

1938 M.G. T.A., recently respayed red, engine recondition, exceptional condition throughout; £445.—A. Spearman, Fyfield, Ongar, Essex. [6733

1946 T.C. 2-seater in black, a beautiful car, one owner; accept £595.—Jack Rose, Ltd., Stafford Rd., Wallington Surrey. Wallington 6677-8. [6801

M.G. T.D., mileage approx. 9,000, black/green, perfect condition, specialist maintained. Increase in family reason sale, Covenant free; offers.—Box 1466. [6061

ROSE & YOUNG, Ltd. offer: 1949 M.G. T.C. 2-seater, very small mileage, fitted extras, pale blue with beige leather, £765; 3 other T.C. models in stock; also

1940 (registered late 1939) M.G. T.B. Tickford drop head coupe in beautiful condition inside and out, must be seen to be appreciated, grey with red leather; £565.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464 [5674

CASS'S MOTOR MART.—1939 M.G. T.A. 2-seater, just recellulosed black, engine reconditioned, mileage 42,000, written guarantee.—5, Warren St., W.1. Euston 3523. [5642

1949 (50 M.G. T.C., green, beige leather, 10,000 miles; spotless; £850.—Hendon Central Garage Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [5330

1934 M.G. J2 sports 2-seater, red, excellent chassis, etc., taxed; £267/10; also a P.A. 1935 at £390.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5726

1½-litre 1938 M.G. 4-seater tourer for sale, completely rebuilt 1950-51 including new engine.—For full particulars and price write Briggs, Home Close, Cookham Dean, Berks. Tel. Bourne End 649.

WALTER SCOTT, Ltd.—1936 M.G. Midget, P.B. 2-seater, blue, exceptional condition throughout; £365; exchanges; terms.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [4848

1950 (April) M.G. 1¼ saloon, green with green leather, H.M.V. radio, guaranteed 7,000 miles, as new; £1,350.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681 [5490

1948 M.G. T.C. red, red leather, all new Dunlops, maintained in excellent condition by private owner who offers car reluctantly for family reasons; £725.—Cook, 10 Cedgate Drive, Hayes, Kent. Hunsway 1607. [6722

M.G.

1950 (February) M.G. T.D. 2-seater, black and chromium, green leather, unmarked, speedometer reading 4,500, thoroughly recommended, written guarantee; £1,125; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6369

1937 M.G. T.A. 2-seater, finished black, light blue leather, silver wheels, new works engine, carburettors, pumps, etc., new sidescreens, any exam.; £450.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [5867

1940 (March) 2-litre M.G. de luxe saloon, taxed for the year, radio, exceptional mechanical order, cars recently replaced, excellent appearance; keen price.—Speedsters, Ltd., Offices at Old Straddles, Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. [6548

M.G. Cars Wanted

CMTR THE CAR MART, Ltd., wish to purchase M.G. cars.—520, Euston Rd., N.W.1. Euston 1212. [0966

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948

SOCOMBES OF NEASDEN.

SOCOMBES.—Good clean M.G.s wanted, must be perfect condition.—269 Neasden Lane, N.W.10. Gladstone 2088. [7643

ALMOST new M.G. required; cash payment.—Morley, 54, Streatham Hill, S.W.2 Tulse Hill 4488. [0649

APPROACH us first before disposing of your M.G. car.—Tankard & Smith, Ltd., 226-232, High Rd., N.15. Stamford Hill 3291-2-3. [6564

URGENTLY required, low mileage 1948-50 M.G. 1½ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1698

RAYMOND WAY, the hire-purchase specialists, are still buying M.G.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0865

ROSE & YOUNG, Ltd.—Wanted, small mileage T.C. or T.D. M.G., urgently.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station.) Tulse Hill 6464. [7974

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.G.; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5. [0696

M.G. Spares and Service

UM Ltd.—THE sole London distributors for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Hertford St., Mayfair, W.1. Tel. Grosvenor 4141. [0505

M.G. spares.—Vertical drives, rockers, valves, road springs, front aprons, rear tanks, J2 windscreens, chromium plated luggage grids, M type clutch plates, prompt and courteous service; see P. & A. column.

DERRINGTON, 159, London Rd., Kingston 5621-2. [6698

M.G. engine, axle gear box, reconditioning, recon. exchange blocks, cranks, rockers, w/drive, dynos, etc.; new rocker shafts, bushes, valves, guides, springs, gaskets, wire wheels supplied and repaired, road springs, new and reconditioned.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [0435

TOULMIN MOTORS specialize in M.G. and M.G. cars only, repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N. Magnette; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical driver, W.D. sleeves, bushes, rocker shafts, valves, valve, guides, springs and gasket sets with full range of M.G. spares always available; we specialize in racing spares.

WRITE or 'phone Toulmin Motors, The Roundabout, Hanworth, Middlesex. Tel. Molesey 4401. [0549

MORGAN

1939 4-4 d.h.c., one owner only, Climax engine, just sprayed and engine overhaul, green and green hood, new batteries, good tyres, small mileage as laid up during war; reason for sale delivery new Sunbeam; demonstration here or to suit buyer; £425.—Southall, Clifford Hereford. [6047

Morgan Cars Wanted

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0949

CASH immediately for good Morgan.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6375

RAYMOND WAY, the hire-purchase specialists, are still buying Morgans and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0866

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs: Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist 1a South Ealing Rd., Ealing, W.5. Eal. 0970. [0728

MORRIS MINOR

CAR MART, Ltd.

1949 (50 Morris Minor saloon, 6,000 miles; £885.

1950 Morris Minor Tourer, 5,000 miles; £835.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6463

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1949 Morris Minor tourer, grey with beige upholstery, mileage 12,000, showroom condition taxed till December; £750.—D. J. Shepherd & Co. (Enfield) Ltd. 436, Hertford Rd., Enfield. Howard 1631.

1950 Morris Minor saloon, 6,000 miles.—Mrs. Fern, 125, St. Thomas Rd., Derby. [6074

MORRIS MINOR

MORRIS MINOR (April, 1950), under 5,000 miles, one owner, as new.—Agg, Betchworth 2164. [6623

CA. PETO, Ltd.—1950 Morris Minor sal., black, 5,500 m., as new.—42, North Audley St., W.1. Mayfair 3051. [6351

1950 Morris Minor saloon, maroon, 250 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6541

1950 (Apr.) Minor saloon, green, 7,000 miles.—Leslie Matthews & Co. (Est. 1922), 95, Bristol St., B'ham. 5. Midland 2297. [6772

MORRIS MINOR tourer, first registered April, 1950, 3,000 miles, spotless condition, laid-up since January, 1951.—Burne, Tel. Amersham 1359. [6869

ROSE & YOUNG, Ltd., offer: 1949 Morris Minor tourer; very low mileage, immaculate condition, black; £750.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [5675

1950 (April) Morris Minor tourer, maroon and chromium, maroon interior, one owner, unmarked, thoroughly recommended, written guarantee; terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom 9400. [6388

Morris Minor Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Morris Minor cars.—520, Euston Rd., N.W.1. Euston 1212. [0716

I NEED post-war Morris Minor immediately.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [0745

MORRIS EIGHT

J. CORYTON, Ltd.

USUALLY have an 8hp Morris for sale; for details telephone.

139/149, Fulham Road, S.W.3. Ken. 1410. [8243

MONTROE MOTORS offer:—

1935 Morris 8 saloon, very nice condition; £195.

1937 Morris 8 saloon; £275.—Montroe Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [6426

C.M.I. Car Sales (Pri. 4405) offer:—

1939 Morris 8 2-door de luxe saloon, exceptional condition.—Swiss Cottage, Finchley, N.W.3. [5322

1939 Morris 8 saloon, Series E 2-door, black, reconditioned engine fitted recently.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6838

BRUTONS, Ltd.—1938 Morris 8 saloon, 2-door, black, excellent condition, taxed year; £325.—Below.

BRUTONS, Ltd.—1936 Morris 8 2-door saloon, black, excellent condition, taxed; £275.—13-14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [6859

1938 Morris 8 2-door saloon, sliding roof, very clean car; £287/10.—891, Green Lanes, N.21. [6450

1939.—Morris 8 2-door de luxe saloon, black, exceptional condition; £395.—Tel. Ruislip 4652. [6322

1936 Morris 8 2-door saloon in black and red, very good tyres, mechanically perfect, taxed year; £265.

TIMMS MOTORS, Collinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593. [5646

1939 Morris 8 4-door saloon, very good condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [2677

1938 Morris 8 de luxe saloon, perfect condition; £345.—Lynch Garage (opposite G.P.O.), Uxbridge, Middx. Tel. 122. [5687

AVAILABLE to the trade, low mileage 1948 Morris 8.—Gerry Browne Motors, 24, Leinster Mews, London, W.2. Paddington 5232. [0558

1939 Morris 8 saloon de luxe, green with green interior, in exceptional condition, recently fitted with reconditioned engine; £425.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [4105

1937 2-door saloon de luxe, 2 owners, excellent original condition; £265.—90, Brighton Rd., Banstead, Surrey. Burgh Heath 1520. [6865

1939 Morris 8 saloon, reconditioned engine, £425.—Smith & Hunter, Ltd., 276, Kensington High St., London, W.14. Tel. Western 2512. [6222

MORRIS 8 1939, low mileage, completely reconditioned and cellulosed, taxed and insured, offers over £450.—82, Warwick Park, Tunbridge Wells. Tel. 3063. [6113

1938 (March) Morris 8 4-str., really magnificent throughout, low mileage, one owner; £347/10; also another similar 2-str.; £310.—348, King St., Hammersmith, Riv. 2637-8. [6763

1939 Morris 8hp sports tourer, new shock absorbers, brakes relined, 5 excellent tyres, mechanically perfect and bodywork and upholstery absolutely superb; £425.—Griffin's Garage, Weybridge. Tel. 1491. [6730

1937 series Morris 8hp open 4-seater tourer, green, good chassis and engine, body in original condition, requires recellulosing; £250.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4641. [6626a

Morris Eight Cars Wanted

I REQUIRE post-war Morris 8 urgently.—50 Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0747

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2286.

REQUIRED urgently, post-war Morris 8.—Lyne, Prank & Wagstaff, 3-5 Crouch End Hill, N.8. Mountview 4401. [2639

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0867

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Morris Eight Cars Wanted

C.M.I. CAR SALES wish to buy good Morris 8 cars.—Swiss Cottage, Finchley Rd., Hampstead, N.W.3. Primrose 4405.

MORRIS TEN

1946 Morris 10 saloon; £475.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [5428

1939 Morris 10 in really exceptional condition, black and brown; £495.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [6015

1937 Morris 10hp saloon de luxe, black-red, above average condition throughout; £340.

COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [6573

MORRIS 10 1936, £250, good condition throughout.—12, Trehearn Rd., Barkingside, Ilford. [6724

1939 Morris Series M. 10 saloon, black; £390.—Cranmore. Tel. 2040 Potters Bar. [6797

1947 Morris 10 saloon, black, brown leather, one owner, low mileage, absolutely perfect; £725.

HILLINGDON MOTORS, 325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [6268

£425.—Morris 10 1938 4-dr. saloon, exceptionally good original car throughout, leather, sliding roof; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat., 9-6. (30yds. Holland Park Tube.) [6106

1938 Morris 10 Series III, one owner, 41,000 original condition; £485. — Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2289. [6155

1947 Morris 10 saloon, very moderate mileage, excellent condition; £725 or terms.—Robin Wood Garage, Crystal Palace, S.E.19. Sydenham 6500. [6036

£175.—1934 Morris 10 4-door saloon, reconditioned engine, 2 new tyres, new king pins and bushes.—Monahan Motors, 258, London Rd., West Croydon. [6512

1947 Morris 10, black, brown leather, immaculate; £775.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [1778

1939 Morris 10 de luxe saloon, well above average condition; £475; exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [5336

MORRIS 10 de luxe saloon, first registered March, 1939, finished in black cellulose with brown leather upholstery, good tyres, excellent condition throughout, any trial or examination; £450.—Richmond 1572. [6794

Morris Ten Cars Wanted

URGENTLY required, post-war series M Morris 10 saloon.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [6831

POST-WAR Morris 10 Series E wanted.—Bowen, Hillside Garage, Edgware. Tel. Edgware 4464-5.

I NEED post-war Morris 10 urgently.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day). [0746

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ALMOST new Morris 10 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4489. [0643

C.M.I. CAR SALES wish to buy good Morris 10 cars.—Swiss Cottage, Finchley Rd., Hampstead, N.W.3. Primrose 4405. [6962

COWLEY MOTORS are desirous of purchasing a number of Morris 10 cars: write, telephone or call.—Cowley Motors, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [6294

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [0968

MORRIS TWELVE

1937 Morris 12 de luxe saloon, extensive overhaul just completed, taxed year; £590.—Wards of Putney, 72, West Hill, S.W.15. Vandyke 1533. [6655

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0969

MORRIS FOURTEEN

MORRIS 14.—£145! 1935 Morris 14 sportsman saloon, excellent chassis.—A.E. Motors, Palmerston Rd., N.W.6. Mat. 4725. [6614

MORRIS OXFORD

H. A. SAUNDERS, Ltd., offer:—

1949 Morris Oxford saloon, maroon with beige leather upholstery, radio, heater, 4,000 miles; £1,145.

836—842, High Rd., N.12. Hillside 0024. [6481

BROOKLANDS for individuality.

1950 Morris Oxford saloon, maroon, speedometer reading 7,000.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [6855

LAYTONS OF OXFORD offer:—

1950 Morris Oxford de luxe saloon, finished in green with green leather, this car has only done 3,000 miles, 1 owner since new, fully guaranteed; terms over 24 months if required.

LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3381. [6754

GOLDERS GREEN; H. A. Saunders, Ltd.—1949 Morris Oxford saloon, maroon/beige, 10,000 miles, guaranteed.—Below:—

H. A. SAUNDERS, Ltd.—1949 Morris Oxford saloon, black/beige, 9,000 miles, guaranteed.—244, Golders Green Rd. Spe 0011. Open 9 a.m.-9 p.m. [6186

MORRIS OXFORD

1950 Morris Oxford saloon, black, brown leather upholstery, recorded mileage 6,000.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [6686

1949 (Oct.) Morris Oxford, maroon, 4,900 miles, as new; £1,150.—Continental Cars, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [6285

1949 Morris Oxford, green, beige leather, low mileage; £1,125.—Hendon Central Garage Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [5332

1949 Morris Oxford, black with brown leather throughout, fitted Radiomobile and heater, very low mileage; £1,110.—Pantiles Service Garage, London Rd., Guildford 5326. [6630

Morris Oxford Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 5434. [0717

I REQUIRE post-war Morris Oxford urgently.—30, Bycroft Rd., S.W.16. Tulse Hill 1288 (days). [0749

MORRIS SIX

GORDON CARS (LONDON), Ltd.—1950 Morris Six saloon, green, 7,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1950 Morris Six saloon, maroon, 10,000 miles.—Below.

GORDON House, 375, Euston Rd., N.W.1. Euston 6611. [6475

SPORTS & LIGHT CARS

Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise same in "THE AUTOCAR" to ensure immediate results.

"THE AUTOCAR"

specialises in small h.p. cars as well as the larger types.

1950 Morris 6-cyl, Romain green, leather upholstery, recorded mileage 8,000.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [6687

GOLDERS GREEN; H. A. Saunders, Ltd.—1950 Morris Six saloon, maroon/beige, guaranteed.—Below.

H. A. SAUNDERS, Ltd.—1949 Morris Six saloon, green-green leather, guaranteed.—144, Golders Green Rd. Spe 0011; open 9 a.m.-9 p.m. [6187

1949 Morris Six saloon; £1,300.—Blue Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham. 2254. [5467

1950 (May) Morris Six saloon, heater, 6,000 miles, as new; £1,295.—A. E. Leveson, Temple Grove, Windlesham, Surrey. [6422

1950 saloon, black, H.M.V. radio, heater, loose covers, carefully serviced; £1,275.—Campbell Symonds, Wembley 6362. [5301

1950 (May) Morris Six saloon, green, heater.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [6640

1950 Model Morris Six, maroon, heater, 10,000 miles.—Leslie Matthews & Co. (est. 1922), 95, Bristol St., B'ham, 5. Midland 2297. [6770

MORRIS MISCELLANEOUS

JARVIS & SONS, Ltd., offer a selection of used Morris cars; see display advertisement, page 41.—Morris House, Morden Rd., S.W.19. Liberty 4632. [6633

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—195 King's Rd., S.W.3. Tel. Flax. 4601-3. [0379

MORRIS cars, 8hp and 10hp, 1947 and 1948 models, in ice condition, always available; ask us to send you full particulars.—Maudes of Norwich, Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich. Tel. Norwich 20541. [0105

Morris Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0970

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0634

CASH immediately for good Morris.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6576

Morris Miscellaneous Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris from 1937 onwards. Wembley 3903. [0670

CASH buyers of low-mileage Morris Minor, Oxford and Six; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0798

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242. [0814

APPROACH us first before disposing of your Morris car.—Tankard & Smith, Ltd., 226-232, High Rd., N.15. Stamford Hill 3291-2-3. [6565

Morris Spares and Service

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [0471

FOR Morris mudguards, running boards, 1930-48.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0364

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 0666, for Morris spares; sales and service.—209, Balham High Rd., S.W.17. [0521

NASH

SIMPSON'S MOTORS offer:—

1947 (late) Nash 600 right-hand drive, equipped with Weather Eye air conditioning and heater system, radio.—For full list see under American Cars.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists.) Wembley 3903. [3508

Nash Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Nash from 1937 onwards. Wembley 3903. [0963

OLDSMOBILE

DISTRIBUTORS (RAWLENCE), Ltd., Sales, Service and Spares, Blindley Heath, nr. Lingfield, Surrey. Tel. Lingfield 330-1.

1939 6-cyl Oldsmobile saloon, in exceptional condition; £625.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. [0113

1946 (first registered) 29hp Oldsmobile coupe, new tyres, taxed December, perfect condition; £650.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [5456

£250.—1936 Oldsmobile 29hp drop head fourseater coupe, just had £215 overhaul, receipted bills available, amazing opportunity.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 5490. [6695

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties: Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600), Service Workshops and Spare Parts, 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0276

Oldsmobile Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Oldsmobile from 1937 onwards. Wembley 3903.

BRITISH & COLONIAL MOTORS, Ltd., require good Oldsmobile cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6530

COWLEY MOTORS are desirous of purchasing a number of Oldsmobile cars: write, telephone or call.—Cowley Motors, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [6281

OPEL

1938 Opel 12hp Olympia, excellent condition; £300.—110, Albiston Rd., Faversham, Kent. [6620

Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tul. 3664. [0056

Opel Spares and Service

REPAIRS, new crown wheels and pinion, spares reconditioned engines, suspensions, etc.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 2647. [0245

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 5366, 4944.

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, Opel Cadet crown wheels and pinions now in stock; quotations.—Stockwell Rd., S.W.9. Bri. 6251. [0753

PACKARD

OVERSEAS CARS, Ltd.

1942 3 Packard Straight 8 model 160 drop head coupe, black, buff hide; £10 tax, exceptional condition; £1,250; for other Overseas Car bargains see page 43.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [5366

JOE THOMPSON (MOTORS), Ltd., offer:—

1939 Packard Super 8 limousine, one owner.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins), Ken. 4956. [6647

COOMBS & SONS (GUILDFORD), Ltd., offer:

1936 Packard 27hp 8-cyl. saloon, 42,000 miles; £435.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [5047

£395.—Packard 8 saloon, black, new tyres, maintenance bills.

WADDOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [6101

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400.

PACKARD sole concessionaires, offer a selection of approved late model Packard cars.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0262

1947.—Packard Clipper, r.h.d., black, superlative, private owner; offers wanted.—Box 1258. [6360

250 gns.—1936 Packard 120, 4 new tyres, reconditioned engine.—Monahan Motors, 258, London Rd., West Croydon. [6511

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PACKARD

£295.—1933-4 Packard super 8 7-seater limousine, with division.—Le Grice Elers, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [6439

CAMDEN MOTORS.—Packard; large selection of 6-seater saloons, Eights and Super Eights, convertible coupes and later pre-war limousines; write for post free catalague to

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [6627

1946 (registered) Packard saloon, in really superb condition throughout, fitted radio, heater, etc., absolute bargain; £350.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [6612

1947 Packard Clipper Super de luxe, right-hand drive, radio, heater, covers, 23,000 miles, magnificent condition; £2,250.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [5246

£850.—Packard Super 8 8-seater long chassis limousine, in immaculate condition throughout, new tyres; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8697

1939 Packard, colour black, cloth upholstery, 48,000 miles, exceptional condition; £650.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6495

TANKARD & SMITH, Ltd., offer 1937 Packard 26hp 115 convertible coupe, finished in ivory with red mohair hood, radio fitted, very exceptional car throughout; £450.—97, Peckham Rd., S.E.15. Rodney 2051. [6286

1942 Packard Clipper saloon, first used and registered 1946, chauffeur maintained, loose covers, radio, immaculate condition exactly similar to post-war Clipper; £1,375.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [5245

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Packard 8-cyl 1938 fitted with very beautiful 2/4-seater fixed head coupe body, white with red leather, whole car indistinguishable from new. Flaxman 0052/7253/7154. [2619

FIRST reg. '38, Packard 26hp 8-cyl. Carlton drop head foursome coupe, cream with red leather upholstery and hood, nearly new tyres, completely overhauled last year, bills produced; £585.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5729

SUPER 8 limousine, first registered March, '48, and therefore £10 tax, eight-seater with face forwards, complete engine overhaul last August, resprayed and rechromed March, 1951, leather front, Bedford cord rear, taxed year; £850.—204, Ballards Lane, N.3. Finchley 2920. [6304

PACKARD coupe, 1938, 6-cyl 30hp drop head foursome, engine recently overhauled, a very attractive car; £495; also a most unusual Packard fixed head coupe, 1937, 8-cyl 2/3-seater, in really exceptional condition; £350; all Fords required.—W. J. Reynolds (Motors), Ltd., Ford House, New Rd., Dagenham, Essex. Rainham 770 (8 lines). [6653

A & S Limousines 1938/39, partition, widest occasionals, black, selected carriages, certified mechanically, from £730.

ALPE & SAUNDERS (100 Limousines: Lists posted), Providence Court, Grosvenor Square, Mayfair 2941. [6592

Packard Cars Wanted

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard from 1937 onward. Wembley 3903. [0671

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0902

1936-37-38 Packard Super 8 limousines urgently required.—Le Grice Elers, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [6440

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionaires, require 1938-9 Packard cars for reconditioning.—Great West Rd., Brentford, Middlesex. Ealing 3400. [0191

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0903

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionnaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469

PONTIAC

JOE THOMPSON (MOTORS), Ltd., offers:—

1949 Pontiac Silver Streak saloon, R.H.D., colour blue, fitted radio.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

1947 Pontiac 4-door saloon, right-hand drive; £1,795.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6498

1939 Pontiac drop head coupe, 2/4-seater, steering column gear change; engine completely overhauled, loose covers bodywork excellent, very smart; £575.—Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel Euston 6507 and 1520. [5200

PONTIAC 1939 Silver Streak drop head coupe, original condition throughout, dual brown, new tyres, radio, loose covers in exceptional condition; a really outstanding motor car; £675.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [1395

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac from 1937 onwards. Wembley 3903. [0672

BRITISH & COLONIAL MOTORS, Ltd., require good Pontiac cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6529

COWLEY MOTORS are desirous of purchasing a number of Pontiac cars; write, telephone or call.—Cowley Motors, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [6282

Porsche Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey, the Volkswagen people, now announce service repairs, etc., for the Porsche.—Tel. Ripley 2361. [0629

RACING CARS

COOPER 500 1950 4-stud J.A.P. engine, excellent condition, ready to race; £525.—Clarke "Greystones," Markfield, Leicester. Tel. Markfield 279. [6077

RACING CARS

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionnaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars. [0921

KIEFT Formula III racing cars, fastest and most reliable in the world, first season successes include fourteen International Class I and J records at Montlhery, from 50 kilos to 200 miles.

DEMONSTRATIONS and specification by personal visit to the works or agents (sorry, no photographs).

PRICES from £585, including J.A.P. Four Stud engine. —Kieft Cars, Bridgend Trading Estate, Wales. Tel. Bridgend 950. [0526

TALBOT Type T150C, 4,500cc Formula I and sports car races, originally sold by the factory in 1941; brought to Brasil early in 1950 by the French driver Raph who never raced it due to mechanical troubles and then sold it to me, unable to get from the factory any data regarding its operation and informed that all parts and tools concerning such model have been thoroughly destroyed, I decided to dispose of it to a collector or museum, etc; since the car has a most striking appearance it might serve also for advertising purposes; offers to—J. A. Fontenelle, Caixa Postal 3016, Rio de Janeiro, Brasil. [6087

RAILTON

A.1 MOTORS (LONDON), Ltd., for A.1 Railtons.—26b, Belgrave Rd., S.W.1. Victoria 8285. [0333

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6753. All models up to 1947, 17hp, 21hp, 28hp coupe, saloons, tourers. [5467

Railton Cars Wanted

A-ONE MOTORS (LONDON), Ltd., 26b, Belgrave Rd., S.W.1, always buyers of good Railtons. [0276

RENAULT

RENAULT cars, spare parts, repairs & service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656.

1950 Renault 760cc saloon, colour grey, rexine upholstery, recorded mileage 6,000.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [6688

WELHAMS RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, offer:—

1949 (September) 8.3hp Renault 4-door saloon, blue, 6,000 miles; £725.

1939 8hp de luxe saloon, completely reconditioned; £400.

1939 26hp de luxe 6-str. saloon, as new; £350. [0126

295gns.—Renault 12, November, 1938, drop head coupe, maroon, fawn leather, good tyres, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6673

£395.—Renault 12hp drop head coupe, 1939, an ideal dual purpose model which is well-known for its economical performance although capable of surprising high average cruising speeds, opportunity to purchase genuine 1939 car at a really attractive figure.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. Nearly 400 cars ready for inspection and purchase. Hire purchase, part exchanges, free delivery. Showrooms open till 8 p.m. from Monday to Saturday. [5597

Renault Cars Wanted

RENAULT 760 required; price, particulars.—Holgate, 24, Northway, Maghull, Lancs. [6798

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127

RILEY

BOON & PORTER, Ltd.

1947 Riley 2½-litre saloon, black, brown leather upholstery, serviced throughout; £1,350.

CASTELNAU, S.W.13 (by Hammersmith Bridge). Riverside 4444. [6775

BROOKLANDS for individuality.

1949 Riley 1½-litre saloon, maroon, heater, small mileage.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351/6. [6856

H. A. SAUNDERS, Ltd., offer:—

1949 Riley 2½-litre saloon, black with brown interior, heater, etc., 15,000 miles; £1,625.

836—842, High Rd., N.12. Hillside 0024. [6478

SWANMORE CAR SALES, Boscombe

1950 Riley 1½-litre saloon, very low mileage.

1950 Riley 2½-litre roadster, 1,800 miles only.

EXCHANGES and terms.—Swanmore Car Sales, 1176-1180 Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [6154

WARWICK WRIGHT, Ltd., offer:—

1948 Riley 1½-litre saloon, black, brown leather, 11,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6604

GUY SALMON AUTOMOBILES, Ltd., offer:—

1946 (Sept.) Riley 1½ saloon, black, green leather; £1,050.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [5972

1947 Riley 1½-litre saloon, black, brown leather, unusually well kept; £1,185; also:

1949 Riley 1½-litre saloon, black, brown leather and fawn cloth interior; Gallay heater, H.M.V. radio and many useful extras; enthusiast-owned, and maintained in next-to-new condition throughout; believed the best example on offer; £1,495.—

EXCHANGES, deferred terms.—John S. Truscott, Ltd., 173 Westbourne Grove W 11 Bay 4274. [6148

RILEY

1936 Riley Adelphi saloon, exceptional order.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [6303

PERFORMANCE CARS.—See our advertisement under "Sports Cars." [2188

SUSSEX specialists for reconditioned Riley cars, repairs, spares.—Lewes Motors, Ltd., Lewes.

1947 Riley 1½-litre tourer, black with red leather, H.M.V. radio, carefully used; £995.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [6493

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348.

GORDON CARS (LONDON), Ltd.—1950 Riley 1½-litre saloon, maroon/fawn leather, 10,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Riley 2½-litre saloon, green/fawn cloth.—Below.

GORDON CARS (LONDON), Ltd.—1947 Riley 1½-litre saloon, black/red leather.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6477

GOLDERS GREEN; H. A. Saunders, Ltd.—1949 Riley 1½-litre saloon, black/brown, guaranteed.—Below.

H. A. SAUNDERS, Ltd.—1946 model Riley 1½-litre saloon, black, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [6189

C. A. PETO, Ltd.—1937 1½-litre Riley, met. grey; £475.—42, North Audley St., W.1. Mayfair 3051. [6348

1946 Riley 1½-litre saloon, immaculate condition, carefully used; £960.—Haskins, Ladbroke 1155. [5374

1950 Riley 1½-litre saloon, maroon, maroon leather, 11,000 miles, spare unused, one owner, also

1949 Riley 1½-litre saloon, black, red leather, 9,000 miles, spare unused.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [6196

1935 Riley Imp 2-str., maroon, excellent condition; £450.—Parry, 1, Dean Close, Wilmslow, Cheshire. [6082

1937 Riley 12hp Adelphi saloon, immaculate throughout and mechanically sound; guaranteed £495.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [6247

1938 Riley 15 Adelphi saloon black with red leather, a fast car in exceptional condition throughout; £525.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [9304

1949 (Oct.) Riley 2½-litre Roadster, 9,000 miles, carefully driven, genuinely as new; best offer over £1,425.—Box 1456. [6033

1948 (Nov.) Riley 1½-litre saloon, black with brown trim, very carefully used and in exceptional condition; £1,275.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [6288

1950 1½-litre Riley saloon, radio, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6535

1949 Riley 1½-litre saloon, red, 8,000 miles; £1,585.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [6337

1938 Riley 16 Big 4 Adelphi, overdrive, immaculate condition; £575.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [6634

1935 Riley 2½-litre saloon, £350; or 30 monthly instalments of £14/2/4.—The Cooden Engineering Co., Ltd., Bexhill. Tel. Cooden 600. [6260

£340.—1936 Riley 9 Merlin 4-door saloon de luxe, excellent condition, a bargain.—O.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 1107-8-9 [4464

1938 Riley 16 saloon, gear box, free wheel and overdrive, magnificent performance, just resprayed maroon; £475 or near.—Hailstone, Carbery Farm, Bulwick, Northants. Tel. Bulwick 225. [6800

1946 Riley 1½-litre saloon, black with brown leather upholstery, excellent condition throughout; written guarantee.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [3567

RILEY 1½-litre saloon de luxe, really magnificent, unblemished condition carefully maintained by meticulous owner; £415.—Midland Motor Co., Traffic St., Derby (1 minute bus station). Tel. Derby 2349. [4252

£125, or by instalments (£63 deposit).—Riley 9hp Monaco saloon, 1931; free 12 months' 3rd party insurance; 3 months' written guarantee.—Stuart Wilton, 353, Finchley Rd., London, N.W.3. Hampstead 5712 and 8532. [6556

AN excellent opportunity to acquire an immaculate 1937 Riley 15hp 6-light saloon, finished in black with blue leather upholstery, must be seen; £465.—Harold Webb Motors, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 0681. [5868

ROSE & YOUNG, Ltd., offer 1949 (registered Dec., 1948) Riley 2½-litre saloon, 100 bhp engine, low mileage, immaculate condition, black; £1,475.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5676

£545.—1937 Riley 15hp Adelphi saloon, black, blue leather, recently reconditioned throughout by makers regardless of cost, undoubtedly one of the finest specimens of this delightful model in existence and capable of many years of fast, comfortable, trouble-free motoring; terms, exchanges.—Wellboy Motor Co., 326, Romford Rd., Forest Gate, E.7. Maryland 2534. [6549

£325!—Riley 9hp sports saloon, 1936, in excellent condition for a car of its year, original dark blue coachwork in thoroughly good condition, no corrosion or blemishes, interior leather neat and trim, very good little engine with remarkable performance for a 9hp car, sound tyres, and altogether a desirable little motor; also selection of Nuffield saloons and drop heads, Kestrel 12s, Adelphis and Monacos; write for post free catalogue to:—

CAMDEN MOTORS, Lake St., Leighton Buzzard. Tel. 2041 (five lines). 400 other cars ready for inspection and purchase, hire purchase, part exchanges, free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday to Saturday. [6617

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

1947 Riley 1½ saloon, black with red leather upholstery, one private owner, 25,000 miles, taxed, a car you will really admire; £1,085.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5742

1950 (April) Riley 2½-litre saloon, black with brown leather, H.M.V. radio and heater, 4,000 miles, £1,935; 1950 (Feb.) Riley 2½-litre saloon, black with red leather, guaranteed, 9,000 miles, £1,910; 1947 (May) Riley 2½-litre saloon, black with brown leather, fitted radio and Rimbellisher, 23,000 miles, as new, £1,195.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1631. [5489

SPRITE Riley, autumn 1939, 1½-litre 12hp, 33,383 miles recorded, taxed for the whole year; this scarce speed model uniquely combined with extremely elegant drop head foursome coachwork, black and chrome with pale beige silk mohair hood, everything peerlessly maintained in almost brand new condition, cellulose, plating, hood, upholstery, carpets and fillets are all simply spotless, new Dagenite battery, new tyres, apparently the first replacement set, mechanically beyond all criticism; equipment includes the rare crossflow head, Vertex ignition, twin S.U.s, oil radiator, large instruments, hydraulic brakes, chromium plated Easyclean wheels, twin musical horns, manual gear change, spacious boot, oil cleaner; a really potent supersports chassis with luxury closed coachwork, in new condition, with low tax and low fuel consumption and the ability to cruise all day at 75 mph.—Speedsters, Ltd., the best conditioned sports cars in the country. Offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. [6416

Riley Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [0966

R
ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0983

C. A. PETO, Ltd., 42, North Audley St., W.1, require Riley cars in first-class condition. Mayfair 3051.

CASH buyers of low-mileage 1½-litre Rileys; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ALMOST new Riley required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0847

PRIVATE buyer requires 1936/9 Riley any model considered.—Ford, 3, Lampton Court, Lampton Rd., Hounslow. [4937

BRITISH & COLONIAL MOTORS, Ltd., require good Riley cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6525

BLAKES, Riley distributors, will purchase any non-covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

APPROACH us first before disposing of your Riley car.—Tankard & Smith, Ltd., 226-232, High Rd., N.15. Stamford Hill 3291-2-3. [6563

URGENTLY required, 1946-9 1½-2½-litre saloons.—Rex Neate, Riley Specialists, Shamblehurst Lane, Botley, Southampton. Tel. Botley 132. [0060

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0708

URGENTLY required, low-mileage 1947-50 Riley 1½- or 2½-litre saloon.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1697

ROSE & YOUNG, Ltd.—Wanted, small mileage 1½- or 2½-litre Riley, 1950 model if possible.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [7974A

Riley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 [0236

BOON & PORTER, Ltd.,

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446 [0002

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engines for complete overhaul by specialists.—Moss's Agencies Ltd., High St. Leamington Spa. Tel. 67. [2390

ROLLS-ROYCE

P
B
LTD.
ROLLS-ROYCE specialists 40 years.
1938 30hp Mulliner sports saloon.
1935 40/50hp enclosed drive limousine, face forward occasional seats, by Park Ward.
1935 25hp Tickford with division.
1934 25hp Windover saloon with division.
1933 25hp Park Ward saloon with division.
1933 25hp Freestone and Webb coupe.
PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7. Ken. 9477-8. [2343

ROLLS-ROYCE 25hp 1932 7-passenger, excellent condition, low mileage.—Sheppard, Station Rd., Amersham 1157. [6825

25 hp Rolls-Royce Mulliner saloon, with division, in good condition; £1,350.—Steels Garages, High St., Cheltenham. Tel. 3033. [6435

ROLLS-ROYCE

C
M
CAR MART, Ltd.
1949 Rolls-Royce Silver Wraith touring limousine by Hooper, 22,000 miles; £5,500.
1938/9 Rolls-Royce 7-seater sedanca de ville by H. J. Mulliner, 19,000 miles; £2,500.
1938 Rolls-Royce 7-seater limousine by Thrupp & Maberly, 32,000 miles; £2,850.
1937 Rolls-Royce Park Ward saloon; £2,150.
CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6446

H.
HOFFMANNS GARAGE, Ltd.,
HUDDERSFIELD ROAD,
HALIFAX.
GREAT Britain's leading specialists in Rolls-Royce and Bentley Cars.
PROUD Members of the Swain Group.
A NATIONAL motoring organisation.
ROLLS-ROYCE Phantom III saloon with division by Barker.—Ref. H.6163.
ROLLS-ROYCE 25/30 sports saloon by Barker.—Ref. H.6[illegible].
ROLLS-ROYCE 20/25 sedanca de ville by H. J. Mulliner.—Ref. H.5773.
ALL cars carry our unique six months' guarantee, unless otherwise stated at time of purchase. Please write or 'phone for details to:—
HOFFMANNS GARAGE, Ltd.,
HUDDERSFIELD ROAD,
HALIFAX, Yorkshire.
TEL.: Halifax 5944. [6506

FOX.
OFFICIALLY appointed Rolls-Royce and Bentley retailers, special retailers of H. J. Mulliner coachwork, offer the following from their specially selected stock:—
1934 Hooper sports saloon on the Rolls-Royce 20/25hp chassis, black, brown leather, low mileage.
H. A. FOX & Co., Ltd., 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 7687.
FOX. [6650

RIPPON.
RIPPON.
RIPPON BROS., Ltd.
NORTHERN Rolls-Royce specialists since 1905.
1949 Silver Wraith fitted with H. J. Mulliner touring limousine body, black with beige leather upholstery.
1938 touring saloon by Rippon, black with Air Force blue leather upholstery, good condition.
1936 (Nov.) 30hp touring limousine by Rippon.
1934 20hp 4-door sports saloon by Hooper.
YOU can buy with confidence from the largest distributors.
RIPPON BROS., Ltd., Huddersfield 6340 (5 lines); also at Bradford, Leeds and Sheffield. [0805

FRANK DALE offers:—
25 hp Rolls-Royce owner driver saloon by Barker, 57,000 miles, 1 owner, maintained as new, blue and black, with blue leather upholstery, sun roof, no division; £1,575
25 hp Rolls-Royce 1935 owner driver saloon, swept tail, black with leather upholstery, recently overhauled, fitted ride control, a most attractive and immaculate car; £1,350.
66, Princes Gate Mews, Exhibition Rd., S.W.7. Kensington 6960.

OVERSEAS CARS, Ltd.
1936 Rolls-Royce 25-30 saloon with two occasional seats and Tickford head, colour grey with grey leather upholstery, very good condition throughout; £1,000. For other Overseas Car bargains see page 43.
OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [5398

HAROLD RADFORD & Co., Ltd.
INVITE you to call and inspect their unique selection of Rolls-Royce cars.
1936 (June) Rolls-Royce owner/driver sports saloon by Park Ward; unused since complete overhaul.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [6356

PHILIP RICKARDS, Ltd., offer:—
1936 Rolls-Royce Hooper saloon, perfect condition, black.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [6325

SWANMORE CAR SALES, Boscombe.
ROLLS-ROYCE Phantom II, 1932 Barker sedanca 7-seater saloon, one owner, very modern, beautifully maintained; £875.
EXCHANGES and terms.—Swanmore Car Sales, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [6157

1933 Rolls-Royce 40/50 Phantom II H. J. Mulliner saloon with division, built in boot; £795.
GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [6174

CASS'S MOTOR MART.—1938 Rolls-Royce Phantom III Mulliner sedanca, 7 seats, immaculate.—5 Warren St., W.1. Euston 3523 [6921

ROLLS-ROYCE

J
B
JACK BARCLAY, Ltd.
LARGEST Official Retailers of Rolls-Royce and Bentley; stock list of used models on request to
12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0065

JACK OLDING OF MAYFAIR offer:—
1950 Silver Wraith Rolls-Royce H. J. Mulliner touring limousine; nominal mileage; dark-blue/blue leather; excep. condition.
1949 Silver Wraith Rolls-Royce owner/driver saloon with div. by Freestone & Webb; black, maroon leather and cloth; 10,000 miles.
1948 Silver Wraith Rolls-Royce enc.-drive limousine by Park Ward; 14,000 miles; black, grey leather.
1938 Phantom III Rolls-Royce owner/driver saloon with div. by Barker, black with beige leather; 38,000 miles.
1936 Phantom III Rolls-Royce H. J. Mulliner sports saloon; black/grey leather.
1934 Rolls-Royce Phantom II sedanca de ville by Windover; black and maroon, beige leather and cloth.
DELIVERY of new and used cars quoted on application.
AUDLEY House, North Audley St., W.1. Mayfair 5242. [6255

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1933 20/25 Rolls-Royce Gurney Nutting sports saloon; £1,175.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [6638

MASCOT MOTORS, Ltd., offer the following:—
1936 (Nov.) 30hp Young sports saloon.
1936 25hp H.J.M. swept-back limousine.
1935 (Dec.) 25hp Hooper swept-back sedanca.
1935 (Nov.) 25hp Freestone and Webb sports saloon.
1934 25hp T. and M. saloon with division.
1931 25hp H.J.M. sports saloon.
1930 25hp H.J.M. Weymann saloon.
WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.
MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [6229

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:
1935 Rolls-Royce 20/25 4-door sports saloon by Thrupp & Maberly, finished grey with dove grey upholstery, low mileage, as new, very attractive car; £1,595.
1935 Rolls-Royce 20/25 4-door sports saloon with rear boot by Freestone & Webb, black, brown hide, exceptionally pretty car with chrome waistline, excellent condition throughout; £1,250. [6096

A & S Offer Rolls-Royce Saloons with known history (certified mechanically). Below.
OWNER-DRIVER 1933 Synchromesh 25hp 4-door, black Saloon, boot, attractive carriage, low cost.
OWNER-DRIVER 25hp/1936 Sports 4-door Freestone partitioned Saloon, leather, capacious boot, mileage 57,000, exceptionally attractive.
OWNER-DRIVER 25hp/1936 4-door Park Ward black Saloon, leather, capacious boot, handsome carriage, carefully maintained.
OWNER-DRIVER 30hp 1936 Hooper 4-door Saloon, leather, reasonable mileage, meticulously maintained, 1939-condition. £1,540.
OWNER-DRIVER 30hp/1937 Family 6-seater 4-door black Saloon, leather, meticulously maintained, mileage 43,000. £1,780.
OWNER-DRIVER 30hp/1937 swept back 6-light H.J.M. Saloon, adjustable partition, black, original owner, 48,000, opportunity. £1,985. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [6587

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and repairers, offer:—
1935 Rolls-Royce 20-25 limousine by Barker, black leather to front, cloth to rear, face forward occasional seats, 1 owner, mileage 36,000 miles only, whole car in new condition throughout; £1,675.
18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [6814

1937 Rolls-Royce Phantom III, in yellow and black 7-seater partitioned limousine with face forward seats, excellent condition; £1,500.
M. W. GROOM & SONS, Towcester, Northants. [5112

1936 (Sept.) Rolls-Royce 30hp Hooper 4-light saloon, black.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [6839

ARCHIE SIMONS & Co., Ltd., 1937 (Oct.) Rolls-Royce 25/30 limousine by Mulliner, face-forward occasional seats, excellent condition throughout; £1,650.
ROLLS-ROYCE 20/25, owner/driver saloon by Hooper, one owner since 1936; £1,095.—94, Gt. Portland St., W.1. Lan. 1343. [6197

FOR sale, Phantom I Rolls-Royce, new body, 1947, drop head coupe, excellent condition, photograph on request; £500.—Apply: Tel. Sandbach 45, extension 29. [5225

1938 25/30 Rolls-Royce owner-driver saloon, boot, 28,000 miles, £2,300; also 1936 25/30 H. J. Mulliner sports saloon, large boot, £1,750.—Oxted 463, Box 1586. [6873

1936 25 Rolls-Royce Barker four-light owner driver saloon for sale, total mileage under 43,000, excellent Rolls history available, unscratched outside, unmarked leather inside, new tyres, P100, taxed, a very elegant car; best offer over £1,475.—Supreme Laundries, Ltd., Laundry Rd., Smethwick, 40. Tel. Smethwick 0887 [5240

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

A & S (Limousine Specialists) display exceptional swept tail Limousines. (Rolls-Royce History):—

LIMOUSINES 1932 Park Ward 25hp Double Enclosed 7-seater, leather, black. £595.

LIMOUSINES 1934 Barker 25hp, partitioned, widest occasionals, black, exceptional throughout. £1,160.

LIMOUSINES 1935 Windover 25hp, swept tail, widest occasionals, black, immaculate.

LIMOUSINES 1936 Hooper 30hp, partition, widest occasionals, black, original owner. £1,670.

LIMOUSINES 1937 Thrupp 30hp, swept tail, widest occasionals, partition, black, mileage 8,000.

LIMOUSINES 1939 Wraith Double Enclosed H.J.M., black, mileage 35,000, delightful condition.

LIMOUSINES 1940 Wraith Park Ward 7-seater, black, partitioned, swept tail, leather, mileage 44,000.

PHANTOM II 1935 Barker Double Enclosed, large occasionals, black, two private owners, 56,000, genuine, magnificent throughout.

PHANTOM III Limousine 1937 (Show model) Double Enclosed Windover, widest occasionals, black, mileage 37,000, magnificent condition, lavishly equipped.

ALPE & SAUNDERS always purchase Rolls-Royce (100 selected Limousines displayed). Providence Court, Grosvenor Square. Mayfair-2941. [6586

1937 25/30 Hooper limousine, swept tail, face-forward seats, leather upholstery, bargain; £1,995.—Lawton-Goodman, 56, North Audley St., W.1. Mayfair 3360. [1899

1930 25hp Rolls-Royce Sedanca de Ville by Barker, black with brown upholstery, division; £525. —R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [4164

1933 Rolls-Royce owner-driver saloon, Park Ward body, excellent condition; £1,050.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6494

1930 Rolls-Royce 20/25 limousine, face-forward occasional seats, total mileage 59,000, one owner; £695.—L. F. Dove, Ltd., 111-115, Addiscombe Rd. Croydon. Addiscombe 3066. [9825

1936 Rolls-Royce Phantom III close-coupled sportsman's saloon by Abbott; large boot; major overhaul by Rolls-Royce; perfect condition; £1,575 or offer.—Mitchell, Warde Arms, Westerham, 182. [6111

1935 Rolls-Royce 20-25 close coupled H. J. Mulliner, owner driver saloon, one owner since new; Rolls-Royce history, very pretty car; £1,550.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [5248

1936 Rolls-Royce 25/30 saloon, coachwork by Thrupp & Maberly, black with grey hide upholstery and in excellent condition throughout, for sale on behalf of private owner.—Brayshaw & Carr, Ltd., Hannam Court, Charles St., Leicester. Tel. 60432 [5143

ROLLS-ROYCE limousine, 30hp, 18,000 miles only; registered February, 1938; full 7-seater limousine by Windover with face-forward occasional seats; this car has been kept in new condition by the chauffeur of only owner and recently checked over by the makers; £2,950.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [6287

NAYLOR & ROOT, Ltd.—1938 Rolls-Royce 30hp 7-seater landaulet by Thrupp & Maberly, facing forward occasionals, black, 14,000 miles since new, immaculate condition, any trial; £2,950.—Naylor & Root, Ltd., 25, East Hill, Clapham Junction, S.W.18. Battersea 5272. [6756

Rolls-Royce Cars Wanted

G

OUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies. London office, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516

C

M

THE CAR MART Ltd., wish to purchase Rolls-Royce cars.—320. Euston Rd. N.W.1. Euston 1212. [0970

J. MARSHALL.

WANTED. Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0488

ROLLS-ROYCE or Bentley owners with cars for disposal are invited to get in touch with

JACK BARCLAY, Ltd.,

OFFICIAL retailers of Rolls-Royce and Bentley.

12-13, St. George Street, Hanover Square, W.1. Tel. May. 7444. [0893

ROWLAND SMITH'S the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

A & S always purchase modern 25/30hp Saloons, preferably with boot, also require 25/30hp Limousines 1933/1948.

A & S urgently need Phantom II also Phantom III Saloons and Limousines, prompt attention assured. Alpe & Saunders. Providence Court, Grosvenor Square Mayfair-2941 [6273

THE BASINGSTOKE MOTOR Co. purchase 20/22 P.W.B., 20/25, 25/30, Phantom II; any coachwork considered.—By-Pass Rd., Basingstoke. [0046

BROADWAY MOTOR Co. require elderly Rolls-Royce cars, particularly 21.6hp and 25.3hp types.—3-13, Russell Rd., Wimbledon. Liberty 2494. [0017

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St. Crystal Palace. S.E.19. Liv. 3362. [0063

RIPPON BROS., Ltd., the Northern Rolls-Royce specialists, special retailers and repairers wish to buy good late model Rolls-Royce.—Huddersfield 6340 (3 lines). [0015

Rolls-Royce Cars Wanted

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [9686

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Rolls-Royce and Bentley retailers are interested in the purchase of Rolls-Royce cars in first class condition. Mayfair 5242. [0815

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works and stores: 12, Wellesley Ave., W.6. Ave. 1413. [0597

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [0614

MERCHISTON MOTORS, specialists for Rolls-Royce and Bentley.—Works Director, Wilkie Wilkinson, 12-13, Merchiston Mews, Edinburgh, 11. Tel. Jubilee 2785.

CENTRAL GARAGE, Croydon, specialists in servicing, complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage, Tel. Cro. 7464. [1997

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months, for the above models, full repair service at reasonable charges, also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv 3362. [0064

ROVER 10

CAMDEN MOTORS.—Rover 10, eight models in stock. See our advert, under Rover Miscellaneous.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [5589

1940 Rover 10 saloon, black, brown upholstery, in excellent condition; £650.—Grove Motors, North Rd., Southall 3477. [6266

1940 Rover 10 de luxe saloon with radio, taxed for year, excellent condition; £625.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [6265

£89 cash.—Rover 10 4-door saloon, 1931/2 model, but in good running order; £44 deposit secures, balance payable by 12 monthly rentals.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [1765

ROVER 12

CAR MART, Ltd.

1947-8 Rover 12hp tourer, radio, 12,000 miles; £1,150.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6452

H. A. SAUNDERS, Ltd., offer:—

1947 Rover 12 sports saloon, green with green leather upholstery, 21,000 miles; £1,265.

836—842, High Rd., N.12. Hillside 0024. [6485

COOMBS & SONS (GUILDFORD) Ltd., offer:—

1947 Rover 12, radio and heater, 15,000 miles; £1,175.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9 [5984

1939 Rover 12 saloon; £615.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [6269

CAMDEN MOTORS.—Rover 12, fourteen models in stock. See our advert, under Rover Miscellaneous.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines) [5590

1947 (December) Rover 12, immaculate condition; £1,150.—Silverthorne Motors Ltd., 1013, Finchley Rd N.W.11. Meadway 2288. [5878

1938 Rover 12 saloon, black, in very nice condition with good tyres; £550.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [6580

11600 miles, 1947 (May) Rover 12hp saloon, green, one owner, faultless.—Ernest Sutton, Cleeve Hill 96 (Cheltenham). (Trade enquiries only please.) [6846

ROVER 12 sports saloon, 1936, excellent condition throughout, recent engine overhaul, H.M.V. radio; £355; terms, exchanges.—Kiddey's Garage, Harberson Rd., Balham, S.W.12. Balham 2531. [6721

1938 Rover 12 de luxe saloon, exceptional example of this quality make; £625; exchanges, hire purchase.—B. & H. Motors 1464-8, High Rd., Whetstone, London N.20 Hillside 6671-2. [5335

ROVER 14

CAMDEN MOTORS.—Rover 14, twelve models in stock. See our advert, under Rover Miscellaneous.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds Tel 2041 (5 lines) [5591

ROVER saloon, 1936, 14hp, immaculate condition, any trial given; £350.—Tel. Rel. 4358 after 6 p.m. [6420

1939 (Aug.) Rover 14hp de luxe saloon, green with green leather upholstery, sliding roof, exceptionally nice car; £700.

W. J. BROWN, Ltd., 339, Finchley Rd., Hampstead, N.W.3. Hampstead 4414. [6767

GOLDERS GREEN: H. A. Saunders, Ltd.—1950 Rover 14 saloon, green/green leather; 9,000 miles; guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [6192

1937 Rover 14 sports saloon, one owner, grey, blue leather, in really outstanding condition; £495.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [6629

ROVER 14

1938 Rover 14 saloon, engine completely reconditioned, relieeved, crankshaft reground, etc., now being resprayed grey; £595.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. [6579

£650—Rover 14 saloon de luxe, another of those rare and beautifully maintained vehicles, one registered owner has maintained this vehicle perfectly, the inside is literally like new, exterior better than some 1948 £1,500 vehicles, no one driving or seeing this vehicle would possibly believe it could be 13 years' old; speedometer reads 40,000 but the vehicle looks as though it has done under 15,000 miles; 3 months' guarantee, hire purchase, exchanges.

LAMBS, of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6649

ROVER 16

GLANFIELD LAWRENCE offer:—

1939 Rover 16 saloon, really nice condition; £675. —407, High Rd., N.12. Finchley 0091. [6553

CAMDEN MOTORS.—Rover 16, ten models in stock. See our advert, under Rover Miscellaneous.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines) [5581

1947 (Dec.) Rover 16 sal., colour blue, blue leather, heater, speedo, reading 10,000; exceptional cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6165

1946 (April) Rover 16hp 6-light de luxe saloon, black with brown leather, one owner, 18,000 miles, perfect; £1,135.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5495

ROVER 20

1937 Rover 20 sports saloon; this car is a superb example of a famous make, guaranteed; £575.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [6248

£90—Rover 1934 saloon, 20hp, good condition; brakes now being relined, 2 spares.—The Forge Garage (Petersham) Ltd., 198 Petersham Rd., Petersham, Surrey. Ric. 1854. [5795

1938 Rover 20 4-door sports saloon, in original condition, 2-colour plastic grey, taxed for year, tyres as new; £585.—Collom's Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maida Vale 5134, 7833, 3468. [5233

ROVER 60 & 75

TOM GARNER, Ltd., offer:—

1950 Rover 75 P4 saloon, black with red leather, 1,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6316

H. A. SAUNDERS, Ltd., offer:—

1948 Rover 75 saloon, green with green leather interior, radio, etc., 15,000 miles; £1,645.

836—842, High Rd., N.12. Hillside 0024. [6462

BROOKLANDS for individuality.

1948 (Dec.) Rover 75 saloon, black, radio, speedometer reading 10,000

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351/6. [6857

WARWICK WRIGHT, Ltd., offer:—

1950 Rover 75 P.4 saloon, pastel blue, grey leather, heater, 4,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6603

ACE SERVICE STATION (LONDON), Ltd.

ROVER 1950 P.4 saloon, blue, blue leather upholstery, radio, sunshine roof, spotless condition throughout, enquiries to

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [6571

C. A. PETO, Ltd.—1949 (March) Rover 75 sports sal., maroon, 13,000 miles, radio/heater; £1,775.—42, North Audley St., W.1. Mayfair 3051. [6546

1950 Rover P.4 saloon, 7,000 miles, loose covers, heater, etc., equal to new.—Sidney Marens, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [6457

1950 (April) Rover 75 P4 saloon, black with grey leather, mileage 3,600, one owner, condition absolutely as when delivered from factory, taxed; £2,350.

R. & F. GRADWELL, Ltd., Reliance Garage, Waterloo Rd., Blackpool. Tel. 42458. [6789

1948 (July) Rover 60 sal., black, grey leather, radio; 11,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6166

CAMDEN MOTORS.—Rover 75 saloon, 1950, latest production model P.4, black, red leather, heater, etc., very fine car; £2,100; also three P.3 models at prices from £1,595.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds Tel 2041 (5 lines) for further selection from our extensive stock of our 50 Rovers, see under Rover Miscellaneous. Over 500 post free catalogue. Hire purchase facilities. Over 500 cars ready for inspection and purchase. Part exchanges. Free delivery to any part of the United Kingdom. Purchasers' fares refunded from any part of the country. Showrooms open till 8 p.m. from Monday to Saturday [5593

1950 Rover 75 P4 saloon, black, green leather, loose covers, radio and heater; 6,000 miles; spare unused; one owner.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [6201

ROVER MISCELLANEOUS

BEARTS, of Kingston. Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3348

R. P. POWELL MOTORS, Ltd., for Rover Cars.—East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0701

ORDER your new Rover from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0213

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER MISCELLANEOUS

H
HENLYS, Ltd.
ENGLAND'S Largest Rover Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)
DEPOTS at:—
MANCHESTER (Blackfriars 7048).
BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
STREATHAM (Streatham 7751).
HOUNSLOW (Hounslow 3454).
FINCHLEY (Finchley 0061).
GREAT West Road (Ealing 3477).
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd. England's Leading Motor Agents. [0080

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1947, black, brown leather, one of the nicest post-war 10's we have handled, low mileage; £1,025.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1946, fitted H.M.V. radio, exceptional mechanical order; £995.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1940, engine just bored and sleeved at makers, rest of car thoroughly overhauled, brakes and clutch relined, new exhaust system, etc., very special order, £715.

CAMDEN MOTORS.—Rover 10hp Special Sportsman's four light fixed head coupe, 1939, very attractive lines, large rear boot, maker's rimbellishers and late type instruments, a very economical engine but with much above average performance; £675.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1938, popular four-door model with sun roof, excellent black finish with red leather, in spick and span condition, outstanding mechanical order; £485.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1936, a very desirable little car, two owners only since new, typical smooth Rover performance, fitted 5 new Avon tyres; £345.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1947, finished dark blue with blue interior, really beautiful appearance, H.M.V. push button built in radio, nominal low mileage; £1,125.

CAMDEN MOTORS.—Rover 12hp sports saloon, 1946 (October) four light model, Rover grey with blue leather, fitted works reconditioned engine March this year, 2,000 miles since fitting, specially recommended; £1,025.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1946, in black with blue leather, one owner since new, excellent order; £995.

CAMDEN MOTORS.—Rover 12 saloon de luxe, 1940, identical to post-war model, spoked sprung steering wheel, makers chromed rimbellishers, etc., sound mechanical condition; £695.

CAMDEN MOTORS.—Rover 12hp Sportsmans four light saloon, 1938, finished in attractive Rover green, fitted five brand new tyres, several useful extras, Mellowtones, twin pass lamps, demisters, etc., thoroughly recommended; £595.

CAMDEN MOTORS.—14hp saloon de luxe, 1939-40, extensive mechanical reconditioning including engine rebore and sleeve, original maker's cellulose, late type features; £695.

CAMDEN MOTORS.—Rover 14hp Sportsmans four light saloon, 1938, two very careful owners since new, excellent Rover grey finish, Motorola radio, Windtones, discs, etc.; £625.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1937, sound mechanical condition, engine just decoked and reserviced throughout; £395.

CAMDEN MOTORS.—Rover 14hp sports saloon, 1936, with large rear boot like 1939 model, excellent performance, attractive lines, good black finish; £295.

CAMDEN MOTORS.—Rover 16hp sports saloon, 1940, one of the finest pre-war Rovers we have handled, immaculate Rover green finish, chrome like new, interior leather just as outstanding, many post-war features, superb engine and performance; £795.

CAMDEN MOTORS.—Rover 16hp sports saloon, 1939, late type model with similar features, to post-war, new Avon tyres, fitted several special features, Runbaken coil, economy jets, which give an amazingly low petrol consumption, special opportunity at £695.

CAMDEN MOTORS.—Rover 75.—See our separate advert under Rover 75.

CAMDEN MOTORS.—Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel 3041 (5 lines). Write for post free catalogue. Nearly 400 cars ready for inspection and purchase. Hire purchase facilities. Part exchanges. Free delivery to any part of the United Kingdom. Purchasers' fares refunded to any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. [5598

Rover Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434. [0871

R
ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.,
URGENTLY wanted good condition pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel 62907. [0242

LATE model Rover 75 wanted privately.—Adams, 685, Durham Rd., Gateshead/Tyne. Tel 73532. [0528

1938-9 Rover saloon, 14hp.—Price and particulars to G.D.G., 619, Green Lanes, N.21. [6489

BRITISH & COLONIAL MOTORS, Ltd., require good Rover cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6518

Rover Cars Wanted

H
HENLY'S, Ltd.
ENGLAND'S Largest Rover Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).
GREAT WEST RD. (Ealing 3477).
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLY'S, Ltd., England's Leading Motor Agents. [0080

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [0816

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Rover, from 1937 onwards. Wembley 3903. [0776

ALBONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1265. [0466

BLAKES.—Rover agents, will purchase any non-Covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7758

PARKWAY GARAGES, Ltd., Lilliput, Bournemouth, require very good 10-12hp pre-war Rovers.—Tel. Canford Cliffs 78078. [3117

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75; distance no object.—Hattons, Lord St., Southport. Tel. 2266. [0800

WANTED, post-war Rovers, all models; also Land-Rover.—Arnold G. Wilson, Ltd., 232, Harrogate Rd., Leeds, 7. Tel. 41014/5. [5241

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0709

DAVID ROSENFIELD, Ltd., Rover distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

ROVER wanted urgently, 12hp to 16hp, 1937 to 1940; must be in sound condition.—S. W., 21, South Grove, Highgate Village, N.6. Hampstead 6536. [6141

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any model, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0871

ROVER wanted, wanted privately pre-war Rover, preferably a sports saloon, must be original condition, a high price paid.—Lee Green 4555 or Advertiser, 1, Belmont Hall Court, Lewisham, S.E.13. [4168

Rover Spares and Service

DRY'S GARAGE, Ltd., Kenton Rd., Kenton, Rover main agents. Sales and service: Wordsworth 1143.

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors, for spares and specialised service.—Tel. Datchet 54. [0047

R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0408

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555

SINGER

CAR MART, Ltd.
1949 Singer 1500 saloon, heater, 9,000 miles; £1,075.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6445

MONTROE MOTORS offer:—
1937 Singer 9 coupe; £325.—Montroe Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [6425

D. J. SHEPHERD & CO. (ENFIELD), Ltd.
1948 Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £745.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [8232

SUPER 10 1948 Singer saloon, beautifully maintained, loose covers.
WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [6102

GOLDERS GREEN.—H. A. Saunders, Ltd.—1936 Singer Le Mans, blue, guaranteed.
H. A. SAUNDERS, Ltd.—1947 Singer 10 saloon, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [6191

1950 Singer 1500 saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4834/3406. [6206

£950.—1948 Singer 10 saloon, unscratched, 13,000 miles, 1 owner, no dealers.—Box 1494. [8072

C. A. PETO, Ltd.—1949 Singer S.M.1500 sal., fawn; £1,100.—42, North Audley St., W.1. Mayfair 3051. [6349

1950 Singer SM1500 saloon, beige, beige leather upholstery with red interior trim, recorded mileage 6,000, unmarked.
DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [6685

1946-47 Singer 9 4-seater, taxed year, guaranteed; £490, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1819. [6751

1937 Singer 16 saloon, in excellent condition, reconditioned engine and general overhaul; £250.—2a, St. Albans Rd., Hatfield, Herts. Potters Bar 3491. [6112

£375.—Singer Super 12 4-door saloon de luxe 1939, in exceptional condition for a pre-war car, attractive metallic grey finish, engine recently completely reconditioned throughout, outstanding opportunity to obtain a genuine 1939 car in unquestionably tip-top mechanical order.
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Write for post free catalogue. Tel. 3041 (5 lines). 400 other cars ready for inspection and purchase. Hire purchase, part exchanged. A free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday to Saturday. [6625

SINGER

1939 Singer 16 de luxe saloon, excellent condition, taxed December; £395.—Bruce France, 6a, Cromwell Mews, South Kensington. Fla. 0513. [6407

£125.—1934 (August) Singer 9 sports coupe, excellent mechanically, good tyres, body requires respray, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6698

Singer Cars Wanted

R
ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0986

CASH immediately for good Singer.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6377

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Singer from 1937 onwards. Wembley 3903. [0777

RAYMOND WAY, the hire-purchase specialists, are still buying Singers and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0872

Singer Spares and Service

THE North's premier Singer spares stockists, Coulthurst & Grimshaw, Ltd., Whalley New Rd., Blackburn, Lancs. Tel. 48731/2. [4541

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6466. [0751

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2.

SINGER spare parts for 9, 10 and 12hp 1936/1949 models; please quote chassis No.—Singer Distributors for Somerset and S. Glos.—Allens of Bristol, Berkeley Square, Bristol, 8. Tel. 22514. [0219

SPORTS CARS

S
SIMMONS OF CROYDON (Croydon 1537),
OFFER the following guaranteed cars from their stable:—
ASTON MARTIN 1951 Internationals; we offer a choice of two this week, having been thoroughly checked-over and replacements, etc., provided as necessary, both guaranteed; £565 and £585.
LAGONDA 3-litre open 4-seater tourer, one of the most immaculate of these models now existent, rebored, etc., sleeved, crank ground 3,000 miles back, specimen Lagonda in every conceivable way, recellulosed this week, new batteries, new tyres, hood and trimmings; £585.
LAGONDA 2-litre Beetleback 2-seater, first reg. 1939 and mechanically completely rebuilt this year, mechanically faultless, being a very fine example of a vintage 2-litre in one of its most presentable forms; £350.
WE would be obliged to receive particulars of Astons, Lagondas, Bentleys, Isottas, Hispanos, Rolls and Mercurys, etc., for disposal and we will readily purchase for cash.
IN so far as is possible, all correspondence is dealt with by return of post, and our representative will undertake to inspect anywhere in Gt. Britain by appointment.
SIMMONS OF CROYDON,
101A, Tamworth Rd., West Croydon.
CROYDON 1537. [6796

BLAKES,
THE Northern Sport and
RACING Car Specialists,
BUY and sell racing and sports cars of all types, specialists in vintage Bentley; write for lists and quotations.
J. BLAKE & Co., Ltd.,
110, Bold St., Liverpool.
ROYAL 6622. 'Grams: Autocar, Liverpool. [2708

PERFORMANCE CARS.
THE WINDMILL GARAGE, Great West Rd., Brentford, London, W.8. 3 minutes from Northfields Tube Station, Piccadilly Line. Tel. Ealing 0441, 6995; 24-hour service, repairs, petrol, etc.; we offer with our usual 3 months' guarantee: 1938 Rolls-Royce Phantom II drop head foursome, fitted 1936 by Henry Binder of Paris on 1930 chassis, magnificent car, £725; 1937 Aston Martin 2-litre short chassis 2-seater, £625; 1925 Bentley Red Label short chassis, fitted 4½ engine, 2-3-seater, £385; 1926 Bentley Red Label 3-litre Vanden Plas 4-seater tourer, £265; 1928 Bentley Red Label 3-litre 4-seater tourer, £265; 1935 Lagonda 4½-litre pillarless saloon, low mileage, £325; 1934 Lagonda 4½-litre pillarless saloon, £365; 1936 B.M.W. 2-litre type 45 fitted 55 engine, saloon, £295; 1935 Riley Imp 2-seater, £385; 1937 Riley Adelphi 15/6 6 light saloon, £365; 1935 Riley Falcon 1½-litre saloon, £235; 1933-49 Riley 14hp saloon, £10 tax, £175; 1932 Riley 9 Ascot drop head with dickey, £165; 1938 M.G. TA 2-seater, £395; 1936 M.G. 12hp N.A. 2-seater Magnette, £295; 1934 M.G. PA 2-seater, £285; 1930 M.G. 8hp M-type 2/4-seater, £125; 1937 Wolseley 14hp 4-seater tourer, £315; 1932 Wolseley Hornet 4-seater sports, £175; 1937 Singer 1½-litre drop head foursome, £295; 1937 Ford V.8 model 78 fixed head coupe 4-seater, £250; 1936 Ford V.8 model 68 drop head with dickey, resprayed, new hood, £285; 1936 Ford V.8 model 68 drop head with dickey, £225; 1935 Ford V.8 4-seater tourer, £95; 1936 Hudson 17hp saloon, £225; 1935 Railton 30hp 4-seater tourer, £295; 1931 Delage 22hp saloon, £145; 1934 Sunbeam 20hp saloon, £175; 1932 Alvis Silver Eagle fitted Speed 20 engine, 2-seater with dickey, £165; 1933 Alvis 20hp 7-seater limousine, non-runner, £65; 1936 Standard 10hp saloon, £195; 1932 Hillman 10hp 4-seater tourer, £155; immediate insurance, hire purchase and part exchanges on every car. [6643

POTTER, RICHARDS & CARR offer:—
FRAZER NASH-B.M.W. 327/80 saloon 1939, immaculate; £1,250.
ALLARDS.—See under Allard: Healey 1950 Silverstone, £1,225; 1932 8-litre Bentley saloon, Mulliner, £495; Rolls-Royce Phantom II Continental saloon, £650; Railton tourer, £295.—56A, Princes Gate Mews, Exhibition Rd., S.W.7. Kensington 6866. [illegible]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

B. & G. MOTORS offer:—

£265.—Riley 9 Lynx open sports 4-seater, immaculate, cream and black cellulose, first registered 1939, a real beauty and a joy for at least 15,000 miles, seriously though, this is, in our opinion, what our mechanic would describe as "a blooming smasher mate."

£250.—Lagonda 2-litre 12.8hp open speed model 4-seater with body by Vanden Plas, British racing green, mechanically exceptional.

£145.—Amilcar-Ford Special, fitted Ford 10 engine and gear box, goes like a bomb and has hood, etc., to boot! (Don't boot it too hard though!)

£105.—Austin 750cc sports 2-seater, green, nearly new hood, etc.

TERMS, exchanges.—B. & G. MOTORS, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [6146

CHARACTER CARS offer:—

A SELECTION of vintage and sports cars, 2- and 4-seaters, in far above average condition, including:—

ALFA-ROMEO twin cam 1,500cc supercharged 2-seater, one of four entered by makers at Phoenix Park, 1930, when they finished 2nd, 4th and 6th; entirely reconditioned.

ALVIS 1928 14.75hp Beetleback 2-seater, mechanically and bodily in very good condition.

BRITISH SALMSON 1939 21hp competition 2-seater, a beautiful and really potent car, which has a total mileage under 20,000 since new, checked by manufacturers and their report available.

BUGATTI 1936 type 57 4-5-seater drop head coupe; the superb and original condition of this classic car is plainly indicative of its genuine low mileage, believed under 40,000 miles.

M.G. 1933 2-seater; this car is in impeccable condition throughout, having been entirely overhauled at a cost of £150 during the past 12 months, fitted A.T. rev counter, oil and water temperature gauges, luggage grid, new tyres, etc.

PARTICULARS of vintage and sports cars for disposal with photographs and price required will be gratefully received and acted upon immediately.

CHARACTER CARS, 124-126, Haydons Rd., Wimbledon, S.W.19. Liberty 7677-8. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. [6821

RAYMOND WAY, the hire purchase specialists!

RAYMOND WAY, of Kilburn.

50 sports cars of all types under £400.

CARS and motor cycles wanted in part exchange.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150yds Kilburn Park Station, Bakerloo Line). Mai. 6044 (10 lines). [0827

£75.—Riley 9 sports 4-seater tourer, 1929, exceptional condition.—25a, Rusham Rd., S.W.12. Battersea 7954. [6704

RICHARDS & BROWN, offer several sports and vintage cars from stock.—2, Ringers Rd., Bromley, Kent. Tel. Ravensbourne 7487 or 6479. [5994

FRAZER NASH, 1½-litre Meadows high compression engine, chain driven, 2-4-seater tourer, good hood, tonneau cover, well shod, goes like a bomb; £250.—Bus 1569. [6877

SINGER Le Mans, 2-seat, bronze head, completely overhauled, excellent order, good tyres, best over £240.—Wood, Sunnyside, Tatworth, S. Chard, Somerset. [6708

1933 Alvis Firefly saloon, crash box, good tyres and batteries, new roof and head lining; £240.—Haywood, 54, Lower Green Rd., Esher, Emberbrook 5132. [6705

£235.—M.G. 2-seater super sports J.s. excellent mechanical condition, 60 pounds oil-pressure, first-class tyres.—Alton Garage, 17-19, Brook Mews North, Craven Rd., W.2. Paddington 3925. [6271

TANKARD & SMITH, Ltd., offer: 1935 Triumph 10.8-hp Monte Carlo 4-seater sports, finished in British racing green with grey hide upholstery, radio fitted, in excellent condition throughout; £275.—67, Peckham Rd., S.E.15. Rodney 2051. [6285

£175 genuine bargain.—1934 Triumph 12.95 Gloria sports saloon, just resprayed metallic silver, knock-on wheels, 5in instruments, free-whel, remote change, Scintilla, twin Zeniths, mechanically good throughout, taxed.—Wanstead 3486. [6700a

BARTLETT.—Alfa-Romeo 1750 supercharged 2-seater, £595; Bentley very special 4¼-litre, £725; S.S.100 2½-litre 2-seater, £475; Talbot 105, actual team car, £485; Invicta 100mph, low chassis, £450; and many others.—27a, Pembridge Villas, W.11. Bayswater 0523. [6516

ROSE & YOUNG, Ltd., offer H.W. Alpa, specially built in 1947 for either road or track, first registered in 1948; car just been stripped and overhauled; alternative axle ratios, two or four carburettors, immaculate condition; £1,165.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [6690

CHIPSTEAD MOTORS, Ltd.—197, Fulham Rd., Kensington, London, S.W.3.—Talbot 110; this is the famous ex-Mike Couper road racing special streamlined 2-seater, rebuilt for road use in 1949-50 at cost of some £1,100; holder of last long handicap at Brooklands, August, 1939, at 124.72 m.p.h., £10 tax, colossal performance, immaculate condition; opportunity to obtain this famous car at the low figure of £495.—Flaxman 0052/7253/7154. [9782

CHILTERN CARS offer: Ulster Aston Martin, 19,000 miles; 1940 4.3-litre Atalanta foursome drop head coupe, stored 7 years, £625; Type 40 Bugatti Grand Sport 3/4-seaters, from £225; 2-litre Lagonda Speed model 4-seater, £235; K3-type M.G., road-equipped, from £595; 1935 P-type M.G. 2-seater, £295; 1934 J2-type M.G., flared wings, £215; Brooklands Riley, £265; Talbot 105 team car, £495; terms, exchanges; ask for details of our exclusive 7 days' free trial offer.—Chiltern Cars (no connection with any other concern), 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2080. [6766

Sports Cars Wanted

R

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041

Sports Cars Wanted

BARTLETT.—We are interested buyers of all sports cars.—27a, Pembridge Villas, W.11. [6513

PERFORMANCE CARS, of The Windmill Garage, Great West Rd., Brentford, London, W.5. (Tel. Ealing 0441, 6995.) [5911

WANTED by vintage enthusiast, Chrysler 1927-28.—Write price and particulars to Walker, 321, Halifax Rd., Flightown, Liversedge, Yorks. [6706

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753

S.S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0968

STANDARD 8

CAR MART, Ltd.

1946/47 Standard 8 saloon, 8,000 miles; £625.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6444

£345.—Standard 8 1939 saloon, exceptional cellulose, leather interior, sliding roof, choice 2; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [6104

1947 (Jan.) Standard 8 de luxe saloon, grey, low mileage, one owner; £575.—348, King St., Hammersmith. Riv. 2837/8. [6765

1939-40 Standard 8 2-door de luxe saloon, in good order; £335.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5735

ARCHIE SIMONS & Co., Ltd.—1946 Standard 8hp drop head coupe, colour grey, nice condition; £475.—94, Gt. Portland St., W.1. Lan. 1343. [6196

1939 Standard 8 saloon, overhauled, recellulosed; £425.—Smith & Hunter, Ltd., 276, Kensington High St., London, W.14. Tel. Western 2312. [6221

1948 Standard 8 tourer, 21,000, new side-screens and battery, brakes relined, Fram filter, chauffeur maintained; £525.—Wood, 65, Merton Rd., Liverpool, 20. [6734

1947 (late) Standard 8, grey, blue leather interior, immaculate; £595.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [6562

1946 Standard 8 tourer, finished in two-tone blue, in excellent condition throughout.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [5866

1939 Standard 8 saloon, black, mechanically reconditioned, paintwork very good, any trial; £375; choice of two.—Wembley Court Motors, High Rd., Wembley Arnold 5221-2. [3722

1939 Standard 8 sun saloon, resprayed grey, rechromed, new carpets, chassis and engine overhauled, first-class condition throughout; £395.—Uttley, Beech St. Halifax. Tel. 2542. [6714

£325 cash.—1939 Standard 8 black saloon, good condition throughout; £105 deposit secures balance over 18 months.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [3561

1947 (July) Standard 8 sunshine saloon, one owner, complete mechanical overhaul, crankshaft reground, requires running in, attractive coachwork, spotless interior; 525gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [6778

STANDARD 9

WADDINGTON MOTORS, Ltd., offer:—

1939 Standard 9 saloon, taxed year, immaculate condition throughout; £450.—Fortune Green Rd., N.W.6. Ham. 2211. [6275

£295.—1938 Standard 9 saloon, excellent condition; a bargain.—16, Askwith Rd., Rainham, Essex. Tel. Rainham 3957. [6870

£295.—1938 Standard 9 saloon, excellent condition, a bargain.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube), Batt. 1107-8-9. [4465

STANDARD 9hp 1938 saloon, engine and chassis completely overhauled, body cellulosed black and interior new upholstery and carpets in red now being run in, licensed to Dec.; £350 no offers.—Courtney, Eagle Lodge, Edenbridge, Kent. Edenbridge 3229. [6428

STANDARD 10

BROWN'S for Standards

1937 Standard 10 saloon de luxe, excellent condition; £375.—Brown's Garage, Loughton (Essex) 4119. (Tube.) [4481

265gns.—1937 Standard 10 de luxe saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1509. [6787

1939 Standard Flying 10 de luxe saloon, black with brown leather upholstery; £335.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5741

1937 Standard 10 4-door de luxe saloon, excellent condition, taxed to December; £285.—Dalston Motors, 517, Kingsland Rd., Dalston, E.8. Clissold 4943. [6278

STANDARD 12

CAR MART, Ltd.

1948 Standard 12 drop head coupe, 9,000 miles; £975.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6458

DICKS CAR SALES offer:—

1948 Standard 12 drop head foursome coupe, immaculate condition, indistinguishable from new; £850.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [4972

H. A. SAUNDERS, Ltd., Radlett.

1946 Standard 12 saloon, black, very clean, low mileage.—Radlett 6167. [6760

1947 Standard 12 saloon, black, all leather interior, low mileage; £795.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6829

1938 Standard 12 de luxe saloon, two owners, good condition; £325.—Cunningham 1191. [5960

STANDARD 12

1938 Standard Flying 12, black, sliding roof, very good condition, excellent tyres; best offer over £310.—Whitehall 8827. [6713

1947 Standard 12 de luxe saloon, many extras, low mileage; £775.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5730

£199.—1936 heavy 12/4 Standard, excellent runner, good tyres, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6694

1938 Standard 12 de luxe saloon, in superb condition, only wants seeing; £395.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5731

STANDARD 12hp sln, 1948, finished in black with brown leather upholstery, 500 mls.—Lamb's Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [6398

£465.—Standard 12 drop head foursome coupe, property of enthusiast, beautiful condition throughout. This vehicle, although pre-war, has often been mistaken for post-war vehicle, being in such amazingly outstanding condition.—Below:—

£425.—Standard 12 saloon de luxe 1939 model, being beautifully maintained, fitted seat covers and wireless set; is a bargain at this price. Also choice of two other 12hp saloons and 14hp drop head coupe; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 431, High Rd., Finchley, N.12. Fin. 6221. [5965

1948 (August) Standard 12 drop head 4-seater coupe, grey, chromium, blue leather, very low mileage, unmarked, a sparkling car, written guarantee; £895; terms, exchanges.—H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6368

1948 (December) Standard 12 drop head coupe, 1 owner, low mileage most immaculate condition loose covers faultless order specimen car; 795gns; terms exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [6782

STANDARD 14

H. A. SAUNDERS, Ltd., offer:—

1948 Standard 14 convertible coupe, black with red leather upholstery, 18,000 miles; £895.

1948 Standard 14 saloon black with brown leather upholstery, 8,000 miles; £925.

836/842, High Rd., N 12. Hillside 0024. [6486

PHILIP RICKARDS, Ltd., offer:—

1948 Standard 14, black, 8,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [6326

1948 Standard 14 saloon, grey, blue leather upholstery, recorded mileage 16,000.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [5771

1946 Standard 14 saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4834/3406. [6217

1948 (Feb.) Standard 14 de luxe saloon, low mileage, looks and runs as new; £867/10.—348, King St., Hammersmith. Riv. 2837/8. [6764

1947 Model Standard 14, black, beige leather, excellent condition; £750.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [4446

STANDARD 20

BIRMINGHAM.—Standard 20 limousine 7-seats, division, Ace discs, good tyres, clean, smart; £200.—72, Warren Hill Rd., Erdington 4953. [6748

STANDARD VANGUARD

CAR MART, Ltd.

1949 Standard Vanguard saloon, radio, heater, 3,000 miles; £1,250.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434 [6449

TOM GARNER, Ltd., offer:—

1950 Standard Vanguard saloon, maroon with beige upholstery, heater, 3,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [6317

H. A. SAUNDERS, Ltd., offer:—

1950 Standard Vanguard saloon, maroon with beige leather upholstery, 8,000 miles; £1,445.

1950 Standard Vanguard saloon maroon with beige leather upholstery, 10,000 miles; £1,395.

836/842, High Rd. N 12 Hillside 0024 [6483

PHILIP RICKARDS, Ltd., offer:—

1949 (Dec.) Standard Vanguard, radio, heater, leather, 7,900 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [6327

WARWICK WRIGHT, Ltd., offer:—

1950 Standard Vanguard saloon, grey, blue leather, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6608

WANSTEAD MOTORS, Ltd., offer:—

1949 (Sept.) Standard Vanguard, green, 12,000 miles, radio heater, loose covers; £1,195.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [4456

S. G. SMITH (MOTORS), Ltd., offer:—

1949 Standard Vanguard, black, 12,000 miles, indistinguishable from new; £1,075.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [6632

UNDER 500 miles.—Vanguard saloon de luxe, six months' written guarantee; trade enquiries welcomed.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404 [6241

C. A. PETO, Ltd.—1950 series Standard Vanguard sal., black, 8,300m.; £1,225.—42, North Audley St., W.1. Mayfair 3051. [6350

STANDARD Vanguard, 1949, 13,000 miles, excellent condition, one owner, left-hand drive; highest offer over £1,000.—Box 1497. [6085

1949 Standard Vanguard, 15,000 miles, black, immaculate; £1,100.—S. H. Williams, 228, Prestbury Rd., Cheltenham. [6740

ORDER your new Vanguard from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 29837-8. [6814

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD VANGUARD

STANDARD Vanguard 1949 model, registered 1950, metal grey, mileage 15,500; £975.—Private Owner, 181, Leigham Court Rd., Streatham. Tel Tulse Hill 6756. [6434

1950 Standard Vanguard saloon, blue, radio, 5,000 miles (choice of 4).—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6534

STANDARD Vanguard sln. 1950, finished in grey, radio and heater, 4,000 mls.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [6399

5600 miles, Standard Vanguard, cloth upholstery, delivered late Dec, 1949, first licenced Jan., 1950, spare unused; £1,145.—County Garage, Barnstaple. Tel. 2286. [6744

1950 (Feb.) Vanguard saloon, black, beige leather, heater, radio, 7,000 miles, perfect.—Leslie Matthews & Co. (Est. 1922), 95, Bristol St., B'ham, 5. Midland 2297. [6771

GOLDERS GREEN; H. A. Saunders, Ltd.—1949 Standard Vanguard saloon, black/blue leather, many extras, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [6195

1949 Standard Vanguard saloon, grey with red upholstery, whole car very well kept; £1,050. —Apply in first instance to Ironbridge Service Depot, Southall 2355, who will demonstrate on owner's behalf. [1683

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 8088-9. [0058

TANKARD & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 300 used cars, all subject to three months' written guarantee.—196, King's Rd., S W 3 Tel Flax 4801-3

Standard Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434.
R
S

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

I URGENTLY need post-war Standard.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [0751

1950 Vanguard wanted privately.—Adams, 685, Durham Rd., Gateshead/Tyne. Tel. 75532. [0529

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 5000.—Seven Sisters Rd., Tottenham, N.15. [0181

CASH buyers of low-mileage Standard 12s, 14s, Vanguards, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0801

C. A. PETO, Ltd., 42, North Audley St., W.1, Standard agents, will purchase Standard cars in first-class condition.—Mayfair 3051. [5758

APPROACH us first before disposing of your Standard car.—Tankard & Smith Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-3. [6567

STANDARD Vanguard and post-war 12s and 14s, in good condition, urgently wanted.—J. R. Inwards, Ltd., High St., Ruislip 3033-4-5. [0809

STARNES MOTORS, 105, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond., cash or exchange. Tel. Gla. 2460. [0451

IF your car is in London and is a post-war model it can be seen and purchased within an hour of 'phoning Mayfair 7654, the London Buying Office of Lamb's, Ltd. (Woodford, Essex), Slough House, 16, Berkeley St., W.1. [6237

Standard Spares and Service

S&T
STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29459.

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. 1182. [1572

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Keirons Garage, Highbury Grange, N.5. Canonbury 3190. [0294

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0219

STANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard, Triumph, sales, service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286

K. J. MOTORS, Ltd., have available for immediate delivery, reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0367

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908-9. [0002

Studebaker Cars Wanted

CHAMPION 1938 to 1945.—Commander Knight, Queen's Rd., Waterlooville, Hants. Tel. 3222. [6725

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker from 1937 onwards. Wembley 3903.

SUNBEAM

SUNBEAM 18hp, 1930, leather upholstery, whole car in excellent condition except that engine needs extensive repairs; price £55.—R. Brereton, Felthorpe, Norwich, Norfolk. Tel. Drayton 271. [6155

SUNBEAM-TALBOT

CAR MART, Ltd.

1947 Sunbeam-Talbot 10hp tourer 6 months' guarantee; £795.

1947 Sunbeam-Talbot 2-litre tourer, 13,000 miles; £995.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6442

BOON & PORTER, Ltd.

1949 (May) Sunbeam-Talbot 90 saloon, 13,000 miles, one owner black unscratched; £1,350.

CASTELNAU, S.W.13 (by Hammersmith Bridge), Riverside 4444. [6776

WARWICK WRIGHT, Ltd., offer:—

1950 Sunbeam-Talbot 80 convertible coupe, pastel blue, beige leather, 5,000 miles.

1949 Sunbeam-Talbot 90 saloon, silver green, buff leather, 12,000 miles.

1950 Sunbeam-Talbot 80 saloon, black, red leather, radio, 6,000 miles.

1950 Sunbeam-Talbo 80 saloon, silver green, buff leather, 5,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6608

A

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Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1947 Sunbeam-Talbot, low mileage; £1,095.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [9265

1950 (April) Sunbeam-Talbot 80 saloon, 5,000 miles; £1,400.

R. P. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [6252

1950 Sunbeam 90 foursome drop head coupe, 10,000 miles, fitted radio, loose covers, etc.; £1,595.

MAYFAIR CARRIAGE Co. Ltd., The Hyde, Edgware Rd. N.W.9. Col. 8082. [5435

GORDON CARS (LONDON), Ltd.—1950 Sunbeam-Talbot 90 convertible coupe, green, 3,900 miles.—Below.

GORDON CARS (LONDON), Ltd.—1950 Sunbeam-Talbot 90 saloon, bronze/red leather, 5,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1950 Sunbeam-Talbot 90 saloon, grey/grey leather, 1,800 miles.—Below.

GORDON CARS (LONDON), Ltd.—1950 Sunbeam-Talbot 90 saloon, grey/grey leather, 7,000 miles.—Below.

GORDON CARS (LONDON) Ltd.—1948 Sunbeam-Talbot 10hp open tourer grey/grey leather.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6471

1950 Sunbeam-Talbot 90 drop head foursome coupe. —Autowork, Ltd., Winchester. Tel. Winchester 4834/3406. [6212

1949 Sunbeam-Talbot 80 saloon, finished in satin bronze with red leather, small mileage, fitted interior heater, immaculate condition; £1,195.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441 [1842

1950 (May) Sunbeam-Talbot 90 saloon, black, beige leather, 2,200 miles only, one owner; £1,650; six months' written guarantee; trade enquiries welcomed.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [6242

JULY, 1949, Sunbeam-Talbot 80, green with brown leather, immaculate; £1,165.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [6013

1950 (reg. Nov., 1949) Sunbeam-Talbot 80 saloon, bronze with red leather, fitted heater, 10,000 miles, as new; £1,235.—Gibson's Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5601

SUNBEAM-TALBOT

1950 (November, 1949) Sunbeam-Talbot 80 saloon, gunmetal, as new throughout, one owner; £1 325.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [3918

1949 Sunbeam-Talbot 80, immaculate, one owner, small mileage, many extras, reason for quick sale; £1,230 or near offer.—58, Leander Rd., Thornton Heath, Surrey. Tho. 4045. [6115

TANKARD & SMITH, Ltd., offer 1947 Sunbeam-Talbot 2-litre touring car in black with brown leather, moderate mileage only, very good condition; £735; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [6502

1940 (March) Sunbeam-Talbot 4-litre, 5-str. saloon, black, beige leather upholstery, recent overhaul includes reconditioned engine, brakes, new battery, 5 new tyres, etc., bills available; handsome and distinctive car with a plus performance; taxed to December; A.A. or R.A.C. inspection invited; unrepeatable offer; £665; terms, exchanges.—Makin & Harrison (Motors), 492-6, High Rd., Chiswick. Chiswick 0558/2619. [5704

CAMDEN MOTORS.—Sunbeam-Talbot 10hp foursome drop head coupe 1940, identical to the 1947 model, an ideal dual-purpose car equally suitable for summer and winter motoring, attractive conditioned coachwork finished in metallic grey, with grey leather interior and a brand new dark blue mohair hood fitted, a latest type single unit radio, twin de-misters, Mellowtones, pass-lights, etc., very fine performance for a 10hp car but undeniably economical; £645.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon 1940, immaculately finished in metallic maroon with fawn leather interior, beautiful appearance, tip-top mechanical order; £665.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon 1939, finished in original dark blue cellulose, with leather interior to match, very good all-round condition, new Dunlop tyres; £595.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon 1939, similar model to above, in excellent mechanical order, cellulose a trifle dull on wings and in patches on rear boot, worthy of special consideration at £495.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp foursome d.h. coupe 1947 model, immaculate, one owner car, a fully reconditioned engine fitted early this year, 3,000 miles only, rest of car completely overhauled; £845.

CAMDEN MOTORS.—Sunbeam-Talbot 80 saloon 1950 series, silver green with a beige leather, condition literally indistinguishable from new, tiny mileage; £1,295.

CAMDEN MOTORS, Sunbeam-Talbot Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue. Over 400 cars ready for inspection and purchase. Hire purchase facilities, part exchanges. Free delivery to any part of the United Kingdom. Purchasers' fares refunded to any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. [6624

Sunbeam-Talbot Cars Wanted

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ROOTES.
DISTRIBUTORS.
REQUIRE modern low-mileage Sunbeam-Talbot cars
BIRMINGHAM.—Lower Temple St. (Central 8411.)
MANCHESTER.—130, Deansgate. (Blackfriars 6677.)
MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3232.)
ROCHESTER.—(Chatham 2231.)
WROTHAM Heath.—(Borough Green 4.)
ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel Grosvenor 3401 [0111
R

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0990

ALMOST new Sunbeam-Talbot required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0850

1950 Sunbeam-Talbot 80 or 90 wanted privately.—Adams, 685, Durham Rd. Gateshead/Tyne. Tel. 75532. [0530

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0802

URGENTLY required, low mileage 1949-50 Sunbeam-Talbot 90 saloon.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

CRIPPS, of Nottingham, urgently require all recent models Sunbeam-Talbot cars.—R. Cripps & Co. Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 46381. [0462

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

TALBOT

1938 Talbot 10, good condition; £395.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [9272

1938 Talbot drop head coupe, fitted new Sunbeam-Talbot engine, immaculate; £485.—King's Motors, 1, High St., Hounslow. Tel. 3532. [6315

295 gns.—Talbot 75, August, 1937, 18hp de luxe 4-door saloon, black, sliding head, fawn leather, synchromesh, good condition, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [6674

1934 Talbot 95 coachbuilt 4-seater S.R. coupe, radio new radiator block (Sereks); new water pump, special Zenith carburettor, track rod end, oil filter, oil coil and carpets, decarbonised, brakes relined, taxed, handsome car; £350 or offer.—Tel. Seven Kings 3170. [6732

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0991

Talbot Spares and Service

PRE-SELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2031. [6782

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TERRAPLANE

1936 Terraplane 22 d.h. coupe, guaranteed; £250; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [6544

TERRAPLANE 22hp saloon, black with red upholstery, Aug. 1936, excellent condition throughout, £400 has been spent on complete overhaul; £350 cash, no offers.—K.P.R., 111, Windmill Rd., W.4. Chis. 3611. [5228

TRIUMPH

CAR MART, Ltd.

1948 Triumph 1800 saloon, 18,000 miles; £1,195.

1949 Triumph 2000 saloon, 21,000 miles; £1,275.

1949 Triumph 2000 Roadster, radio, 8,000 miles; £1,235.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [6447

NEWNHAMS, Ltd.

1948 Triumph 1800 saloon, grey with blue, one owner.

1938 (Oct.) 14-60hp Triumph Dolomite saloon, black with brown, one owner.

NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [5329

CARR BROS offer:—

1938 Triumph Dolomite 1½-litre, mechanically perfect throughout, bodywork and black cellulose exceedingly attractive, interior upholstered in blue leather, a car with pleasing lines and excellent performance; £425.

CARR BROS. GARAGES, Ltd., Purley. Uplands 4811-2-3. [6362

SAUL & SLATTER, Ltd.

1948 Triumph razor-edge saloon, grey, with grey leather upholstery; £1,075.—44-46, Aldermans Hill, N.13. Tel. Palmers Green 1205-7173. [6656

H. A. SAUNDERS, Ltd., offer:—

1950 Triumph Renown saloon, Comet blue with beige leather upholstery, 5,000 miles; £1,725.

836—842, High Rd., N.12. Hillside 0024. [6484

PHILIP RICKARDS, Ltd., offer:—

1949 Triumph 2000 model Roadster, green, perfect condition.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [6324

CHARLES FOLLETT, Ltd., offer:—

1947 Triumph razor edge saloon, black, maroon leather, one owner, 21,000 miles, radio, exceptional condition; £1,075.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, 11, Wellesley Ave., W.6. Riv. 1413. [6813

WARWICK WRIGHT, Ltd., offer:—

1950 Triumph Renown saloon, pastel blue, beige leather, 15,000 miles.

1949 Triumph 2000 Roadster, champagne, red leather, 11,000 miles.

1950 Triumph Renown saloon, maroon, red leather, heater, 16,000 miles.

1950 Triumph Renown saloon, black, brown leather; heater, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6609

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:

1947 (Oct.) Triumph 1800 Roadster, black, beige upholstery, excellent condition throughout; £850. [6095

1946 Triumph 1800, black, beautiful condition, 28,000 miles only, snip; £775.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [6574

GORDON CARS (LONDON), Ltd.—1950 Triumph Renown blue, 8,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1950 Triumph Renown, grey, 10,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1950 Triumph Renown, black, 11,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 saloon, grey, exceptional condition.—Below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 Roadster, grey, 13,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Triumph 1800 saloon, grey, nominal mileage.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6472

1949 Triumph 2000 saloon, black, speedo. reading 15,000, recommended, £1,425; also

1938 Triumph Dolomite saloon, black, in very nice condition throughout; £450.

FERRARIS, of Cricklewood Ltd., 200-220, Cricklewood Broadway, N.W.2 Gla. 2234. [6832

GOLDERS GREEN.—H. A. Saunders, Ltd. 1947 Triumph 1800 saloon, black, guaranteed.—Below.

H. A. SAUNDERS, Ltd.—1949 model Triumph 1800 saloon, grey, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [6194

1949 Triumph 2000 Roadster, green, red leather, 12,000 miles; £1,225.—Kingston 8968. [6419

1949 Triumph Roadster 2000, 9,000 miles, grey and red leather; £1,150; terms, exchanges.

MASON BROTHERS (MOTOR SHOWROOMS), 151-153, Fitzwilliam St (Off The Moor), Sheffield 1. Tel. 24687 Open week-ends. [6791

289gns.—1938 Triumph Vitesse saloon, good condition.—Autosnips, 5, Balham High Rd. Balham 1509. [6784

1949 (June) Triumph 2000 Roadster, black, red upholstery, one owner, specimen car, 15,000 miles; £1 175

PRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362 [5543

£365.—Triumph Gloria 11hp, 1937, original paint, in exceptional condition throughout, carefully used; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [6105

1950 Triumph Renown saloon, 4,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588 [6532

TRIUMPH 1800 Roadster, 1947, grey/blue, excellent condition; £850.—Continental Cars, Ltd., Portsmouth Rd., Send Surrey. Ripley 3122. [6231

TRIUMPH

L. F. DOVE, Ltd., offer 1938 Triumph Dolomite saloon, in first-class condition; £450.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [6816

1947-8 Triumph 1800 slaoon, grey with grey leather, low mileage, fitted interior heater, carefully maintained in beautiful condition; £995.

JOHN CAMPBELL MOTORS, 415, Holloway Rd. N.7. North 4441. [1843

1950 (April) Triumph Renown saloon, metallic grey, 8,000 miles genuine, heater and radio; £1,595.—Grove Motors, North Rd., Southall 3477. [6681

1949 Triumph Roadster, grey, 5,000 miles, another green, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6533

1950 (Feb.) Triumph Renown saloon, radio, heater, loose covers, 7,000 miles.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). Trade enquiries only, please. [6845

1948 (October) Triumph 1800 Roadster, gunmetal, blue leather, speedo. 14,000, one owner only, mechanically perfect and immaculate condition; £975.

THE WARREN MOTOR Co., 353-5, Euston Rd., N.W.1. Euston 7751. [6863

1937 Triumph 14hp sports saloon, engine reconditioned. 6,000 miles; £335.—Vandervells (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [3809

1950 Triumph 2-litre Renown saloon, black, beige leather, heater, 5,000 miles, spare unused, one owner.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [6193

TANKARD & SMITH, Ltd., offer 1949 Triumph 2000 Roadster, in metallic grey with grey leather, speedometer reading 7,200 miles only, as new and unmarked; £1,225.—Below.

1949 Triumph 2000 Roadster, in green with green leather, speedometer reading 11,000 miles, which is believed genuine, a beautiful car, £1,175; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [6504

1950 Triumph Renown, black, 11,000 miles, perfect, first registered April, '50, one owner-driver, regular service by agents.—Astland Shirt Co., Coleraine, Northern Ireland. [6718

1939 Triumph Dolomite streamlined d.h. Roadster, most attractive car in excellent mechanical condition, one owner, bargain; £525.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [5914

£1095.—Triumph 1800 Roadster 1949, beautiful specimen, genuine one owner car since new, immaculately maintained; family reasons sole cause of sale; guaranteed by us in writing; write for post free catalogue to.—

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Phone 2041 (5 lines); 400 other cars ready for inspection and purchase; hire purchase; part exchanges; a free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m., Monday to Saturday. [6626

ROSE & YOUNG, Ltd., offer: 1949 Triumph (2000 model) Roadster coupe, very low mileage, immaculate condition, gunmetal grey with red leather; £1,065; one other 2000 model, £995.—65-69, Sternhold Ave., Streatham Hill S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [5677

Triumph Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212.

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St (Hampstead Tube). Ham. 6041.

MARSTON MOTOR Co., Ltd., for your Triumph.—Tel Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0182

CASH buyers of low-mileage 1800 and 2000 Triumphs; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0804

BRITISH & COLONIAL MOTORS, Ltd., require good Triumph cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6524

C. A. PETO, Ltd., 42, North Audley St., W.1. Triumph agents, will purchase Triumph cars in first-class condition.—Mayfair 3051. [5759

IF your car is in London and is a post-war model it can be seen and purchased within an hour of 'phoning Mayfair 7654, the London Buying Office of Lamb's, Ltd (Woodford, Essex), Slough House, 16, Berkeley St., W.1. [6238

Triumph Spares and Service

S&T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales Ltd., London Distributors, Junction of Boundary Rd and Abbey Rd., St. John's Wood, N.W.8 Maida Vale 9114 (10 lines).

NEWNHAMS Ltd.

TRIUMPH specialists, service and spares for all models, incl. Dolomite type radiator grilles.—Newnham House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. [1539

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt Portland St., W.1 Langham 7733

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel 3322) [0355

UTILITY CARS

JACK STONE & Son offer:—

1947 Ford 10hp 6-seater, wooden body utility, £550; 1939 Ford 22hp 8-seater utility, £325; 1938 Ford 10 6-seater utility £350; terms and exchanges gladly arranged.

JACK STONE & SON, 221, Upper Richmond Rd., Putney. Tel. day and night, Putney 1054-5 and 2276-7 [6867

1947 Jowett Bradford Utility.—Autowork, Ltd., Winchester. Tel. Winchester 4834/3406. [6215

UTILITY CARS

ROWLAND SMITH'S for utility cars:—

265gns.—Ford V.8 1937 (registered 1938) 30hp 8-str., utility, grained timber body, glass all round, removable rear seats, very good condition; terms, exchanges.—Rowland Smith, below:—

225gns.—Jeep utility (Willys), registered July, 1946, fitted 4-door, 6-str. timber body, glass all round, drop tail-board, removable rear bench seat, spare wheel, good condition; terms, exchanges, list; Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube). Hampstead 6041. [6677

1950 Fordson 10cwt forward control utility with wooden body, two seats; £695.

FERRARIS, of Cricklewood, Ltd., 200-220, Cricklewood Broadway N.W.2. Gla. 2234. [6831

1938 Humber shooting brake for sale, 27hp, excellent condition throughout; £325.—Box 1498. [6086

1947 (registered November, 1946) Hillman estate car, carefully used; £715.—Pantiles Service Garage, London Rd Guildford 5326. [3571

MORRIS 10 ex-W.D. personnel utility, unregistered, excellent condition; £275.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [5969

1949 (Jan.) Austin 16hp Countryman estate car, 9,000 miles.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). Trade enquiries only, please. [6836

1949 (Oct.) Standard Vanguard estate car, green, radio, heater, 14,000 miles.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). Trade enquiries only, please. [6835

1949 Crosley 6hp shooting brake, miniature American 4/5-str., with luggage space, unique car; £595.—A.Z. Motors, Palmerston Rd., N.W.6, Mai. 4723. [6611

1950 (May) Vanguard Estate car, grey, heater, leather, radio, 5,000 miles.—Leslie Matthews & Co. (Est. 1922), 95, Bristol St., Birmingham, 5. Midland 2297. [6773

1950 (Feb.) Standard Vanguard estate car, 8,000 miles, heater, superb genuine vehicle; exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [6644

Utility Cars Wanted

CASH buyers of low-mileage utilities; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0993

ALL types utilities wanted for cash.—Read Bros. Motor Co. (London), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [0324

JACK STONE & SON will purchase immediately 10-30hp utility shooting brakes or vans.—221, Upper Richmond Rd., Putney. Tel. day and night Putney 1054-5, 2276-7. [3557

VAUXHALL 10

1939 Vauxhall 10 saloon, exceptional cond.; £445.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [6225

1947 Vauxhall 10 4-door saloon, open to any examination or trial, interior spotless, accept £775.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [3810

VAUXHALL 12

DICKS CAR SALES offer:—

1936 Vauxhall 12 Maltby sports 4-seater, very fine order, excellent appearance; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [4970

1948 Vauxhall 12 saloon, black, low mileage, in excellent condition; £825.

FERRARIS, of Cricklewood, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6828

1946 Vauxhall 12, needs respray, etc., gift; £500.—A.Z. Motors, Palmerston Rd., N.W.6, Mai. 4723. [5915

GATEHOUSE offer 1938 Vauxhall 12, one owner, immaculate condition; £375.—Gatehouse Motors, Ltd., Highgate Village, N.6 Mou. 4444. [3548

1939 Vauxhall 12 saloon, 35 mpg, post-war condition, mechanically excellent; £435.—Brett, Beresford Gardens, Thundersley, Essex. [6744

GOLDERS GREEN; H. A. Saunders, Ltd.—1948 Vauxhall 12 saloon, blue, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [6175

1946 Vauxhall 12hp, black with brown leather upholstery, mechanically very good, an above average condition motor car, 3 months' guarantee.

LAWSON PIGOTT MOTORS, Ltd. (Vauxhall Dealers), 320, King St., Hammersmith, W.6. Tel. Riverside 4111; and 186, East Barnet Rd., New Barnet. Barnet 8044 and 2353. [4485

1939 12/4 Vauxhall for sale, entirely overhauled throughout, new engine, suspensions, springs, brakes, back axle, heater, radio, in superb condition, complete set of new tyres; nearest offer £475; no dealers.—Tel. Hither Green 1427, 9 a.m.-5 p.m. [6116

VAUXHALL 14

DICKS CAR SALES offer:—

1939 Vauxhall 14hp saloon, fitted new engine, superior car; £495, choice of two.—Below.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [2816

SIMPSON'S MOTORS, offer:—

1947 Vauxhall 14 J type, moderate mileage, sound condition.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3905. [6293

MONTROE MOTORS offer:—

1939 Vauxhall 14 saloon; £535.—Montroe Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2 [6424

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1936 Vauxhall 14hp de luxe saloon, grey with blue leather upholstery, coachwork, mechanical condition and tyres excellent, above average for year; £285.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 3040. [6162

1935 Vauxhall 14-6, recellulosed, engine, chassis and interior overhauled, tyres, battery, good; £295.—Tel. evenings, Lib. 7357. [6110

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL 14

1937 Vauxhall 14 saloon de luxe, finished grey, sound condition throughout; £285.
ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0289. [6600

1947 model Vauxhall 14 saloon, black, brown leather, beautiful condition, 3 months' guarantee; £775.
CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 8585. [6264

1946 Vauxhall 14 J type, black with brown leather, low mileage, in perfect condition throughout. 3 months' guarantee.
LAWSON PIGOTT MOTORS, Ltd. (Vauxhall Dealers), 320, King St., Hammersmith, W.6. Tel. Riverside 4111; and 186, East Barnet Rd., New Barnet. Barnet 8044 and 2353. [6334

1947 Vauxhall 14 J type saloon, black, brown leather, radio, excellent condition, £850; terms and exchanges.
MAKIN & HARRISON (MOTORS), Ltd., 492-6, High Rd., Chiswick. Chiswick 0558/2619. [6575

1947 Vauxhall 14, black and brown, in very nice condition; £800.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [1775

1939 Vauxhall 14 de luxe saloon, radio and heater, good chassis and clean; £490.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. Euston 2700. [5733

VAUXHALL 14hp 1936 4-door saloon de luxe, good running order; £245, or near offer; by appointment only.—1, Keswick Ave., Merton Park. Lib. 3372. [6089

1938 Vauxhall 14hp de luxe saloon, black, red leather; just had £60 overhaul; £345; terms; exchanges.—Tel. Amherst 2000. Turner, 99/117, Clarence Rd., London, E.5. [3914

165gns.—Vauxhall 14-6, 1934, 4-door saloon, black, green wheels, leather upholstery, radio, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [6675

VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

1949 Vauxhall Wyvern saloon, 4,000 miles; £1,150. —Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [6465

H. A. SAUNDERS, Ltd., Radlett.

1949 Vauxhall Wyvern saloon, blush grey, 2,500 miles. Radlett 6167. [6762

WADDINGTON MOTORS, Ltd., offer:—

1949 model Vauxhall Wyvern, small mileage, unmarked; £1,025.—Fortune Green Rd., N.W.6. Ham. 2211. [6276

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1950 (May) Vauxhall Wyvern saloon, black, brown leather, 1,000 miles only; £1,295.
MARLBOROUGH WORKS, Kenton. Tel. Wordsworth 5656 and 3658. [6654

1949 Vauxhall Velox saloon, black, speedometer 14,000, leather, heater, radio; one owner; £1,050.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6827

1949 (June) Vauxhall Velox saloon, black, 15,000 miles.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). Trade enquiries only, please. [6841

WALTER SCOTT, Ltd.—1949 Vauxhall Wyvern, black, completely as new; £975.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [6332

GOLDERS GREEN; H. A. Saunders, Ltd.—1949 Vauxhall Velox saloon, green, 9,000 miles, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [6176

GOLDERS GREEN; H. A. Saunders, Ltd.—1949 Vauxhall Wyvern saloon, black, heater, guaranteed. —144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [6178

1950 model Vauxhall Wyvern, black, brown leather, 8,000 miles; £1,075.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel Hendon 1425-4. [3580

1950 (Jan.) Vauxhall Wyvern saloon, black with brown leather, 7,000 miles; £1,125.—Gibson's Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5492

IMMACULATE 1949 (April) Vauxhall Wyvern saloon, grey, grey interior, heater, fog lamp, one owner, delightful performance, thoroughly recommended; written guarantee, terms, exchanges.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Ewell 5101 [6389

VAUXHALL 25

£395—1939 Vauxhall 25 de luxe saloon, excellent mechanically and bodywork, clean interior, only wants seeing and driving; 3 months guarantee, hire purchase, exchanges.
LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221 [4745

LIMOUSINE 1938 25hp partitioned, widest occasionals, leather upholstery, black, nice order, ready service.
ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair-2941. [6588

VAUXHALL 27

1934 Vauxhall 27hp limousine with face forward occasionals; whole car in most immaculate condition; £375.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [6014

VAUXHALL MISCELLANEOUS

S
SHAW & KILBURN, Ltd., for Vauxhalls.
IT is important that the car you purchase is in excellent condition throughout.
SELECTION of such modern Vauxhalls at
4—6, Berkeley Sq., W.1. Grosvenor 4328. [0017

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. [0089

GRAHAM BROTHERS (MOTORS), Ltd., main dealers 7-15, Peter St., Manchester, 2 (Bla. 9867), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0283

VAUXHALL MISCELLANEOUS

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1950 Vauxhall Wyvern, 9,000 miles, blue, brown leather, fitted with push-button radio and heater, immaculate throughout, genuine one owner; £1,075.

1949 Vauxhall Wyvern, 11,000 miles, green, grey cloth upholstery, as new; £1,045.

1949 Vauxhall Velox, 6,000 miles, black, brown leather, fitted heater; £1,025.

1948 Vauxhall Velox, 16,000 miles, black, brown leather, heater fitted; £995.

1947 Vauxhall 10hp, black, brown leather; £745.

1947 Vauxhall 12hp, reconditioned engine; £750.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [6299

Vauxhall Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975

S
SHAW & KILBURN, Ltd., Vauxhall main dealers.
WILL purchase modern Vauxhall cars.
4—6 Berkeley Sq. W.1. Grosvenor 4328. [0018

R
ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994

WE wish to purchase post-war Vauxhall Wyvern or Velox.
BROWN & MALLALIEU, Ltd., General St., Blackpool. Tel. 22322. [5402

I REQUIRE post-war Vauxhall urgently.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day) [0572

CASH immediately for good Vauxhall.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [6378

ALMOST new Vauxhall required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0844

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel Waltham Cross 2760. [0612

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall from 1937 onwards. Wembley 3903. [0674

BRITISH & COLONIAL MOTORS, Ltd., require good Vauxhall cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6523

CASH buyers of low-mileage Wyvern and Velox Vauxhalls; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0805

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Fro. 0063. [0479

URGENTLY required, post- and pre-war Vauxhalls, cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London W.2. Call, write or tel. Paddington 0022. [0699

BROADWAY MOTOR Co. (main dealers) will purchase Vauxhall and other makes in really good condition; special arrangements for buying or selling on commission basis.—3-13, Russell Rd. Wimbledon, S.W.19 Liberty 2494 [0622

Vauxhall Spares and Service

C.A.C.
CROYDON AUTOMOBILE COMPANY, Ltd.
VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged at 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—
BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205

TRIANON.

TRIANON.—Gear boxes, reconditioned units on exchange plan, for all 10, 12, 14hp, 25hp and BYC models; stock deliveries.
TRIANON.—Suspension units, exchange or outright sale, immediate deliveries; our reconditioned units are complete with kingpins and include shock absorber overhaul, 3 months' guarantee, available for 10, 12 and 14hp DX and J types.
TRIANON.—Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty, your enquiries invited.
TRIANON.—Springs, immediate delivery; suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, just received from factory.
TRIANON, Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [0157

BROADWAY MOTOR Co.
WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.
GEAR BOXES, differential units, front suspension units, engines, large stocks of Vauxhall spares.
BROADWAY MOTOR Co., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6368. 'Grams Autospare, Wimble, London. [0653

EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-Pass. Egham 131. [0196

FOR Vauxhall mudguards, running boards, 1933-9.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0381

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137/140, Widmore Rd., Bromley, Kent. Rav 3456-7-8-9. [0393

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THE above car subject to any trial or examination
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1937 Wolseley 12 saloon, radio; £365.

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WEMBLEY COURT MOTORS offer:—

1936 Wolseley 14 saloon, black, very good condition throughout; exceptional bargain; £250

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1939 Wolseley 18 saloon, black, in really excellent condition; recommended; £650.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6834

1937 Wolseley 25hp 7-seater limousine, in sound mechanical order throughout; £485.
LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [2637

GORDON CARS (LONDON), Ltd.—1950 Wolseley 6/80 saloon, maroon, 6,000 miles, outstanding.—Below.
GORDON CARS (LONDON), Ltd.—1949 Wolseley 4/50 saloon, black, 9,000 miles, excellent condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611 [6470

1950 series Wolseley 4/50 saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4834/3406 [6214

1947 Wolseley 18/85, excellent condition all round, best offer over £800; private sale.—Bec. 5075. [6435

BEARTS of Kingston, Wolseley distributors.—Sales, spares and repairs.—102 London Rd., Kingston. Tel. 5348. [0083

279gns.—1937 Wolseley 12 de luxe saloon, good condition.—Autosnips, 5, Balham High Rd., Balham 1509. [6788

1950 (Mar.) Wolseley 4/50 saloon, grey with brown leather upholstery, 12,000 miles, unmarked condition; £1,350.
R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401 [6289

1950 Wolseley 4-50 saloon, maroon, brown leather, miles 6,500, £1,400.—Kemp, 1, Allendale St., Folkestone. Tel. 2325. [6745

GATEHOUSE offer 1938 Wolseley 18, immaculate condition; £425.—Gatehouse Motors, Ltd., Highgate Village, N.6. Mou. 4444. [5341

165gns.—1934 Wolseley 12 saloon, good tyres, perfect runner; a snip.—Monahan Motors, 258 London Rd., West Croydon. [6309

1937 Wolseley 18 saloon, excellent, guaranteed; £350; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [6545

1949 (June) Wolseley 4-50 saloon, 7,000 miles.—Ernest Sutton, Cleeve Hill 95 (Cheltenham) (Trade enquiries only, please.) [6844

1937 Wolseley 14 de luxe saloon; 48,000 genuine, two owners, immaculate throughout; £450; 3 months' guarantee; terms and exchanges.
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1938 Wolseley 14hp, black, body sound and clean, recellulosed, mechanically absolutely perfect, clean interior, choice of 2 cars, 3 months' guarantee.
LAWSON PIGOTT MOTORS, Ltd. (Vauxhall Dealers), 320, King St., Hammersmith, W.6. (Tel. Riverside 4111); and 186 East Barnet Rd., New Barnet (Barnet 8044 and 2353). [4486

£295—1936 model Wolseley 12 4-door saloon, black with brown leather, in original condition.—G. S. Hall, 302, King St., W.6. Riverside 2881. [6277

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1939 Wolseley 18 saloon, finished in black with brown interior, excellent condition; £525.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [6300

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1946 Wolseley 14hp de luxe saloon, new engine, roomy and attractive family car; £725; no traders, h.p. terms if required.—Broadway Motor Co., 3-13 Russell Rd., Wimbledon, S.W.19. Liberty 2494.

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C. A. PETO, Ltd.—1938 Wolseley 25 d/h coupe, blue with beige leather upholstery, one owner since new, an exceptionally well maintained car, immaculate condition throughout.—442, North Audley St., W.1. Mayfair 3051. [6345

£245 gns.—Wolseley Super Six, June, 1936, 21hp de luxe, 4-door saloon, black, sliding head, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days & Saturdays.—Rowland Smith Hampstead. (Hampstead Tube). Hampstead 6041. [6676

1937 Wolseley 25 sunshine saloon, remarkable condition throughout, very attractive coachwork, immaculate hide upholstery, roomy 5-seater, splendid running order, exceptional performance; bargain, 295gns.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [6761

£325.—Four-door 21hp 1937 saloon, leather, black, carefully maintained; below.

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APPROACH us first before disposing of your Wolseley car.—Tankard & Smith, Ltd., 236-252, High Rd., N.15. Stamford Hill 3291-2-3. [6566

1939 Wolseley 25hp series 3 seven-seater limousine.—R. Hardy & Son, 55 Marylebone High St., W.1. Tel. Welbeck 1101-3. [0316

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AUSTIN 5-ton d/s truck, 1947, good order throughout; £475.—Sands, Burnham, Bucks 84. [6364

1942 Austin 30cwt van, very clean and good; £175.—Sands, Burnham, Bucks 84. [6365

LATE 1937 Morris 10cwt, in very good condition, in primer; £230.—291, Green Lanes, N.21. [6431

1934 Rover 12 van, recently overhauled, mechanically excellent, very sound vehicle; £198.

V. W. DAVIES & SON, Ltd., Shipston-on-Stour. Tel. 3. [6305

FORD ex-W.D. van, excellent condition; £95.—Jacquier Ltd., 225-7, Hammersmith Rd., W.6. Rivers de 6677-8. [3796

GOLDERS GREEN.—H. A. Saunders, Ltd., 1946 Austin 10cwt van, 144, Golders Green Rd., Spe. 0011. Open 9 a.m.-9 p.m. [6184

1935 (first registered Dec., 1934) Buick, fitted with excellent van body, in good order throughout; £150 or offer.

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FORD 10cwt sown van, 1949, 9,000 miles only, as new; £525.—Lynch Garage (opposite G.P.O.), Uxbridge, Middx. Tel. 122. [6355

1946 Commer 10cwt van, reasonable order, needs spraying; £110.—Turner, 99-115, Clarence Rd., Clapton, E.5. Amherst 3000.

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1942 Morris 15cwt van, in good condition, practically new set of tyres; £165.—Peter Bantock Car Sales, 104, High Rd., Chiswick. Chiswick 2725/5870. [5016

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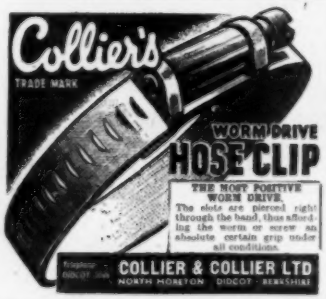

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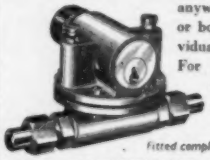

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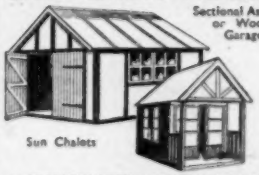

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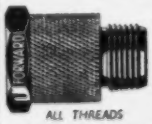

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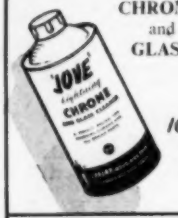

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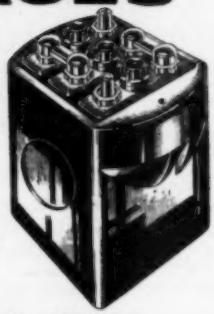

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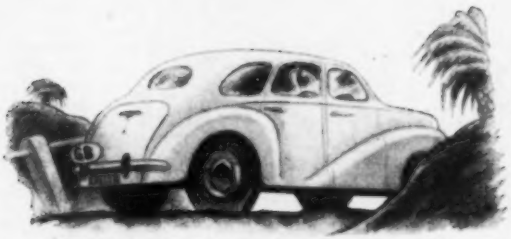

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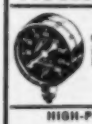

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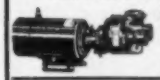

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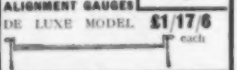

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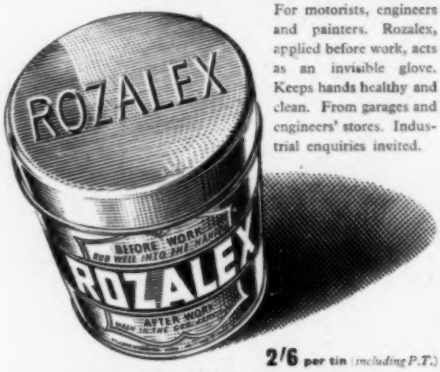

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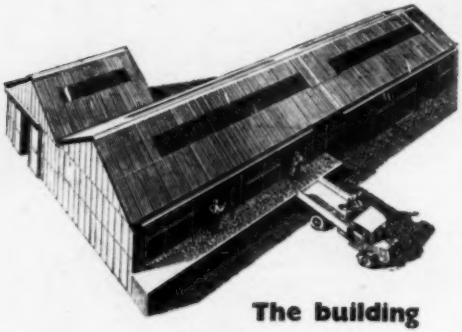

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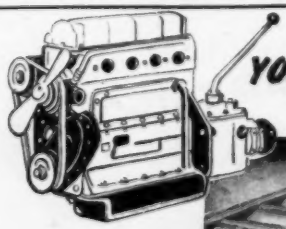

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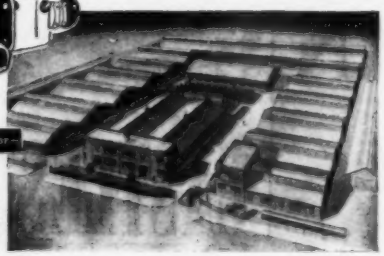

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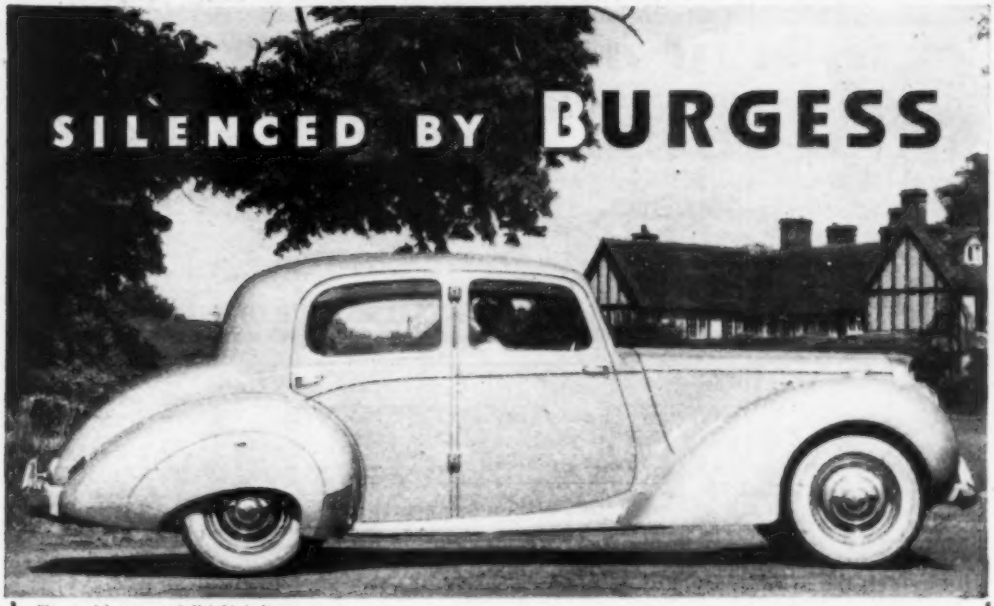

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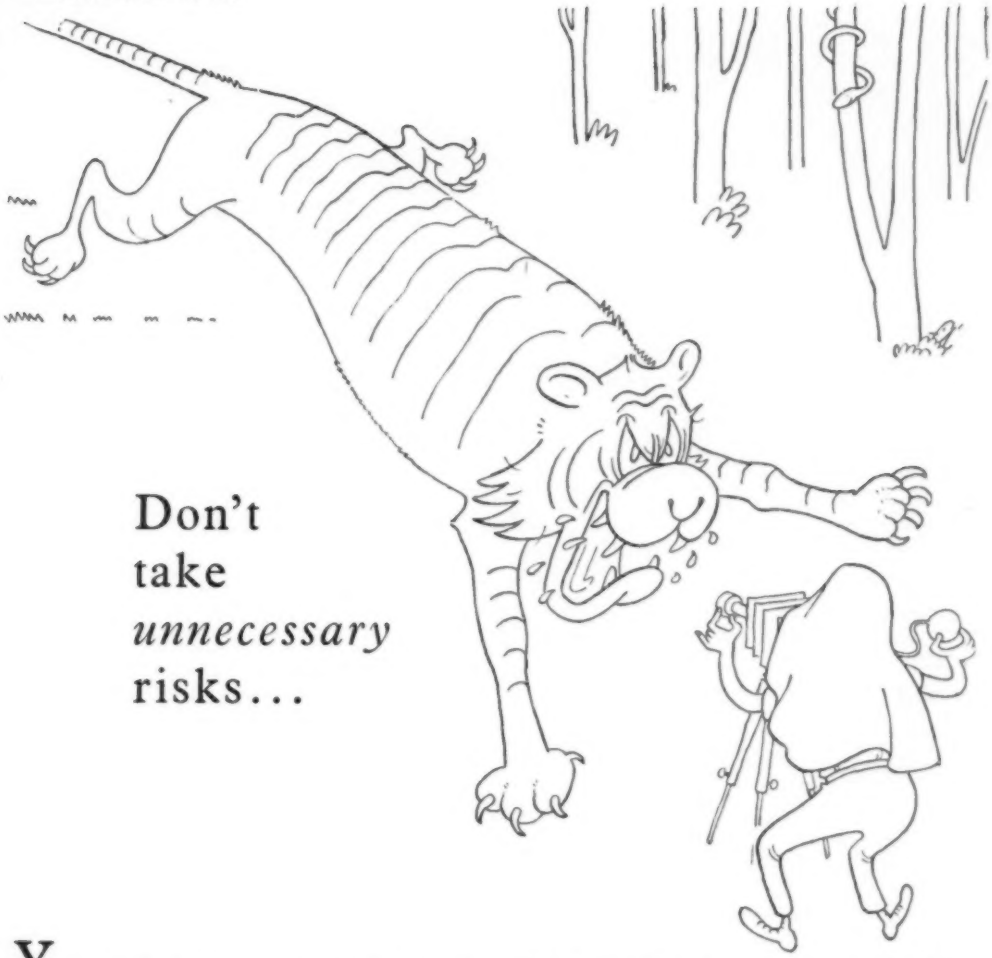

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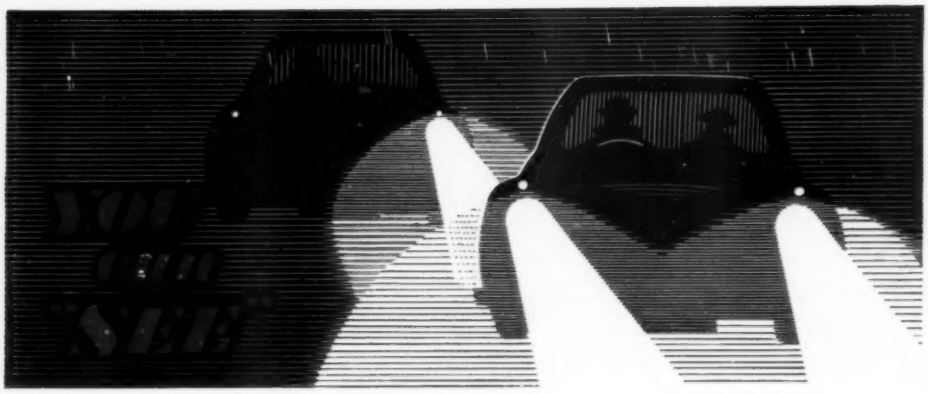

why 'DOUBLE DIPPERS' are being adopted

- *They give twice as much light forward when passing, but no more dazzle than with single lamp because they have the new prismatic lenses.*
- *Oncoming car's width clearly defined.*
- *Wider spread beam ensures good positioning of vehicle—kerb and studs or white line visible without dark areas as with single lamp.*
- *Wider beam means no searching for kerb and ensures that pedestrians are shown up.*
- *With "dip and switch" system, filament failure in one operating headlamp can be extremely hazardous. With the "double-dipping" system you have that extra margin of safety.*

Double-dipping headlamps are now the universally adopted system of vehicle lighting. The Lucas system of "Double-dippers" incorporating the new "Block-pattern" lens is a considerable improvement on the present "dip and switch" method. On cars fitted with this new system both headlamps dip downwards and to the left, when the dip switch is operated, thus giving more light on the road immediately in front of the vehicle ; but without any more dazzle because the specially designed prismatic lenses eliminate upward glare.

Drivers meeting "double-dippers" for the first time might well be confused with the sight of two headlamps when in the dipped position, but in practice on the roads there is no more dazzle than with a single lamp. You will *see* the difference when you meet them—and appreciate the improvement when you have them on your car.

DOUBLE the LIGHT when passing . . DOUBLE the SAFETY & no more dazzle